

I. Key Integrated Strategies

1. Create a Vibrant Green Lake Residential Urban Village
2. Create a First Class Public Transportation System
3. Enhance the Environmental Health of the Green Lake Community
4. Improve Transportation Mobility and Safety in Residential Areas
5. Create a "Community Building Blocks" Program

These strategies define integrated goals, policies and recommendations to improve a specific area, as in "Key Integrated Strategy #1, Create a Vibrant Green Lake Residential Urban Village," or an entire system such as traffic and transportation, environmental health and open space, or community services. There are several recommendations that are beneficial to more than one key integrated strategy. In this case, the particular recommendation has been placed in the strategy to which it is most central. In some cases we have referenced another key integrated strategy to direct the reader to that section for more information.

Each key integrated strategy is introduced by a narrative providing background information, explaining the rationale for the particular strategy and what it aims to accomplish. Each narrative is followed by a set of goals, policies and recommendations. A map (in some cases more than one) for each Key Integrated Strategy highlights the proposed recommendations. Additional narrative has been provided to explain particular goals, policies and recommendations where needed. Below is a description of the general layout of each Key Integrated Strategy.

- a. Title of Key Integrated Strategy
- b. Background
- c. Goal - 1 (each goal is numbered)
- d. Policy (1.1) (each policy has a number that is tied to the preceding goal)
- e. Recommendation - each recommendation is preceded by a bullet, and can be found in the Adoption & Approval Matrix, a separate stand-alone document.
- f. Map(s) (highlighting the proposed recommendations)

KEY INTEGRATED STRATEGY #1

Create a Vibrant Green Lake Residential Urban Village

BACKGROUND

The designated Residential Urban Village in Green Lake is one of the primary areas of focus for maintaining and enhancing the character and the quality of life of the Green Lake community. Located on the east side of Green Lake, it is defined by Interstate-5 to the east, the lake and Sunnyside Avenue to the west, NE 75th Street to the north and NE 65th Street to the south. The planning community and citizens who have thoughtfully participated in this process have introduced some subtle but bold proposals to create a thriving and vibrant Residential Urban Village. The guiding principles of this proposal include:

Guiding Principles

- Maintain the pedestrian-friendly quality and unique character of the Residential Urban Village.
- Preserve and enhance the pedestrian scale and quality of the streets. Encourage a lively and thriving neighborhood business core.
- Protect the desirable architectural elements that define the character of the Green Lake neighborhood.
- Provide safe, attractive public transportation and pedestrian links



I/FW Hall



Green Lake Library

- throughout Green Lake.
- Minimize traffic congestion by improving traffic flow through the neighborhood.
- Encourage a range of residential and mixed-use development.
- Increase the housing stock in the Residential Urban Village to absorb more growth, and to enable moderate income families to live in Green Lake.

The community preference, expressed very clearly in the Phase II planning effort, calls for a Residential Urban Village that fulfills its potential as an integrated commercial and residential pedestrian-oriented district. Key to this preference is the development of Woodlawn Avenue NE into the Green Lake community's "Main Street," as planned in the early vision of the Olmsted era. This "Main Street" would be characterized by its pedestrian scale and character - a vital street with diverse businesses, open and green spaces, places to sit, street trees, and public art or other identifying features such as unique lamps and paving.

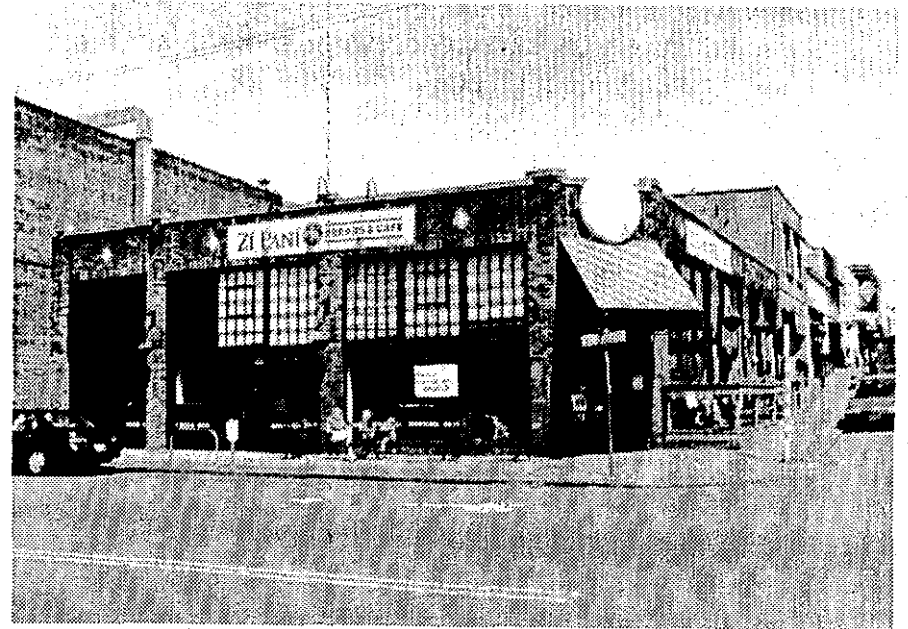
The character, scale and height of the existing buildings are critical components to preserving the pedestrian-friendly and "village" atmosphere of the Residential Urban Village. In order to encourage this preservation, a study was conducted to identify many of Green Lake's "Treasured Places." Many buildings within the Residential Urban Village, such as the VFW and Masonic Halls, have been identified as treasured places. These identified buildings should not be lost and should serve as models for new construction or remodels. These treasured places are further discussed in Section III and Appendix B of this document.

The Green Lake community recommends the development of a public plaza and additional open space within the Residential Urban Village, as well as a storefront neighborhood/senior center. These could meet the community's identified need for a "place it can call its own," as distinguished from the park and lake, which are resources targeted to and serving the entire region. An ideal future location for a public gathering place could be some of the property now owned by Vitamilk Dairy in the heart of the Residential Urban Village.



Intersection of Ravenna Blvd. & E. Greenlake Dr. N

View of Zi Pani along E. Greenlake Dr. N



Another component of preserving the pedestrian-friendly "village" atmosphere within the Residential Urban Village is the adoption of Neighborhood Design Guidelines and a rezone package. The vision that was prevalent through most of the Phase II planning process was to shape the Residential Urban Village through changes in zoning; buildings would terrace from the historic 30-foot height along Green Lake Way up to 60-foot heights along Interstate-5 to follow the natural bowl contour of the land. Initially, a density bonus system was proposed that would allow 85-foot heights along Interstate-5 if a certain number of units in those structures were designated for moderate income families earning 50 to 80 percent of the City median income. The initial intentions behind this rezone plan are outlined under Goal 1. The intentions of this rezone plan were as follows:

1. To harmonize new construction with existing historical buildings in the Residential Urban Village
2. To maintain the existing pedestrian-friendly scale, streetscapes, commercial character, and quality of the Residential Urban Village
3. To enhance a cohesive pedestrian-friendly "Main Street" along a portion of Woodlawn Avenue NE
4. To maintain the pedestrian-scale building facade and quality in the commercial area
5. To provide capacity and incentive for increased housing stock in the neighborhood that includes some moderate income housing
6. To buffer residents west of 5th Avenue NE from the noise impacts of Interstate-5 by allowing taller buildings that would block sound.

This rezone plan has been modified based on input that was received from the community during public meetings. Property owners and the business community were actively involved in helping to develop the modified rezone plan. Instead of proposing to downzone the neighborhood commercial (NC) properties

from a height limit of 65 feet to 30 or 40 feet as initially recommended, the current Plan proposes that Neighborhood Design Guidelines be developed. These Neighborhood Design Guidelines would incorporate desirable design features, such as terracing, balconies, and setbacks, in an attempt to define those desirable design characteristics that are specific to the Green Lake neighborhood. By following these Neighborhood Design Guidelines, new construction built on these properties and throughout the neighborhood will harmonize with existing historical buildings and deliver the design quality the Community desires.

Property owners located in the neighborhood commercial (NC) zone have expressed that downzoning their properties from 65-foot heights to 30- or 40-foot heights would make it economically infeasible for them to provide required parking. Discussions have taken place concerning an off-site parking structure located within the Residential Urban Village that would serve as a substitute for parking required within individual buildings in this neighborhood commercial zone (NC). The Community supports this concept as long as the parking structure is located away from pedestrian corridors, contains most of the desirable design elements identified in the City Design Guidelines, and ultimately leads to the 30- or 40-foot building heights initially proposed for the neighborhood commercial (NC) zone.

Under the current rezone plan, parcels located along Interstate-5 are still proposed to have buildings with 60-foot heights. The Community expects that these taller structures would allow the Residential Urban Village to absorb growth beyond what is now foreseen, while still seeking to preserve the desirable elements of the existing character of the neighborhood. All new construction and remodels on these properties may be subject to design review. However, implementing a density bonus system has been eliminated from the proposed recommendations at this time. While the Green Lake Community wishes to maintain its stock of moderate income housing, the Community determined that its goals as

outlined in this Plan can be approached in other ways than through the density bonus concept. Some in the community expressed concern with the proposed 85-foot height density bonus, and with the level of government intervention necessary for implementing such a system. Based on feedback from the City, the Community also understands that this system would require a great deal of time to develop. If circumstances change in the future in such a way as to make the density bonus more feasible and more desirable to the Community, this concept may be reconsidered at that time.

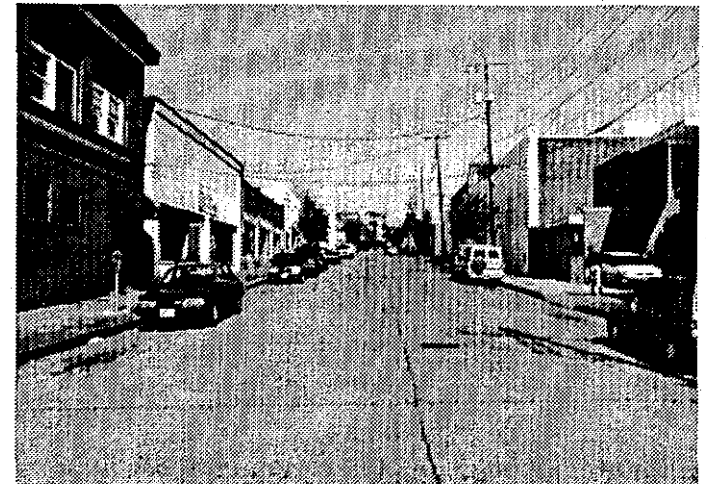
The community strongly believes an impediment to achieving the long-term goals for the Residential Urban Village is the presence of the Vitamilk Dairy industrial plant located in the heart of the Residential Urban Village. Over many years, the Vitamilk Dairy plant has grown enormously from delivering locally in little white milk trucks to distributing regionally using 22-wheel semis. It is apparent to residents and business owners in the vicinity that the Vitamilk industry has long ago outgrown its present location and that this industry has clearly become incongruous in the neighborhood that surrounds it.

Residents living near the dairy have reported that close juxtaposition of these semis and industrial uses with residential uses adversely impacts public health and safety in the area. (Reports have shown that the dairy's industrial operations generate excessive noise, dust, and diesel fumes, and that the number of large semis in such close quarters create a pedestrian hazard in this neighborhood.) The community plans to attempt to work closely with Vitamilk on ways for that industrial facility to conform to existing City requirements. The Green Lake Community's collaboration with Vitamilk might address, among other things, such matters as better approaches to dust and noise control, and more effective ways to reduce diesel fumes from the idling semis or from the many "passes" the semis make through the neighborhood as drivers search for a parking spot.

The community is sensitive to the difficulty of relocation, and understands that Vitamilk has been in the neighborhood for a long time. The community also believes that redevelopment of this property east of Woodlawn Avenue NE should be considered for the good of the community as a primarily residential area that could provide a population base sufficient to catalyze the realization of a "Main Street" along Woodlawn Avenue NE as described above.

The City of Seattle should require a Master Use Permitting process to shape the future use of the C1-40 Vitamilk Dairy property. If Vitamilk considers relocation, the Green Lake Community believes that the City should facilitate such relocation, to the extent permissible. Careful planning for future uses of that property, in the event that Vitamilk relocates, is critical to the character of the Residential Urban Village. Within this Plan, the Green Lake community has made recommendations for future zoning and use of that property, should Vitamilk choose to relocate.

NE 72nd St., looking east, within the Residential Urban Village



GOALS, POLICIES AND RECOMMENDATIONS

The goals, policies and recommendations that have been developed to create a vibrant Green Lake Residential Urban Village are an integrated mix of planning strategies involving: Traffic and Transportation; Land Use, Community Character and the Business Community; Parks and Open Space; Human Services; and Public Safety and Community Building.

These goals, policies and recommendations for this key integrated strategy are summarized below and are located on the accompanying map titled "Create a Vibrant Green Lake Residential Urban Village, Key Integrated Strategy #1."

GOAL 1 - A vibrant Residential Urban Village with pedestrian-friendly streetscapes that preserve and enhance the unique scale and character of the village.

1.1 Strengthen and enhance the existing character and scale of the downtown area.

- Develop and adopt a rezone plan that harmonizes with the existing historical buildings, streetscapes and pedestrian-friendly character.

Specific zoning related recommendations (see Proposed Zoning Figural Study Map) include:

- Lower the City's SEPA design review threshold to require design review of new construction in MR, NC, and C zones, as well as for L-3 and L-4 zones with more than 8 residential units, or more than 4,000 square feet of non-residential floor area.
- The Commercial (C1) zone will become a Transformation "Overlay Area." This means that, as a long-range strategy, potential or contingent zoning designations could be adopted in the event that the Vitamilk plant is relocated in

the future, to replace the current commercial (C1-40) zoning with neighborhood commercial (NC2-40) and multifamily zoning (L4).

- Include within the City of Seattle's long-term relocation planning process consideration of how to shape the existing C1-40 Vitamilk Dairy property in the event that Vitamilk chooses to relocate. Future site planning for that property will use the Master Use Permit process.
- The Lowrise 3 (L3) zone east of 5th Avenue NE along Interstate-5 between NE 74th Street and NE 70th Street will be upzoned to midrise (MR-60) with a height limit of 60 feet.
- The Single Family (SF-5000) zone in the Residential Urban Village will be rezoned to Residential Small Lot Tandem housing (RSL/T) zoning. This pilot project zoning would specifically disallow "skinny" to be built, and would require design review of new construction. ("Skinny" are defined as new construction in residential units that are taller, excluding roofs, than they are wide).
- Create a Green Lake neighborhood overlay to the City's zoning code that would require office buildings to have the same setback requirements as mixed-use residential buildings.
- Develop Neighborhood Design Guidelines that build on community design principles, to reflect Green Lake's traditional community character, human scale, and to incorporate desired design elements.

The Neighborhood Design Guidelines would attempt to do the following:

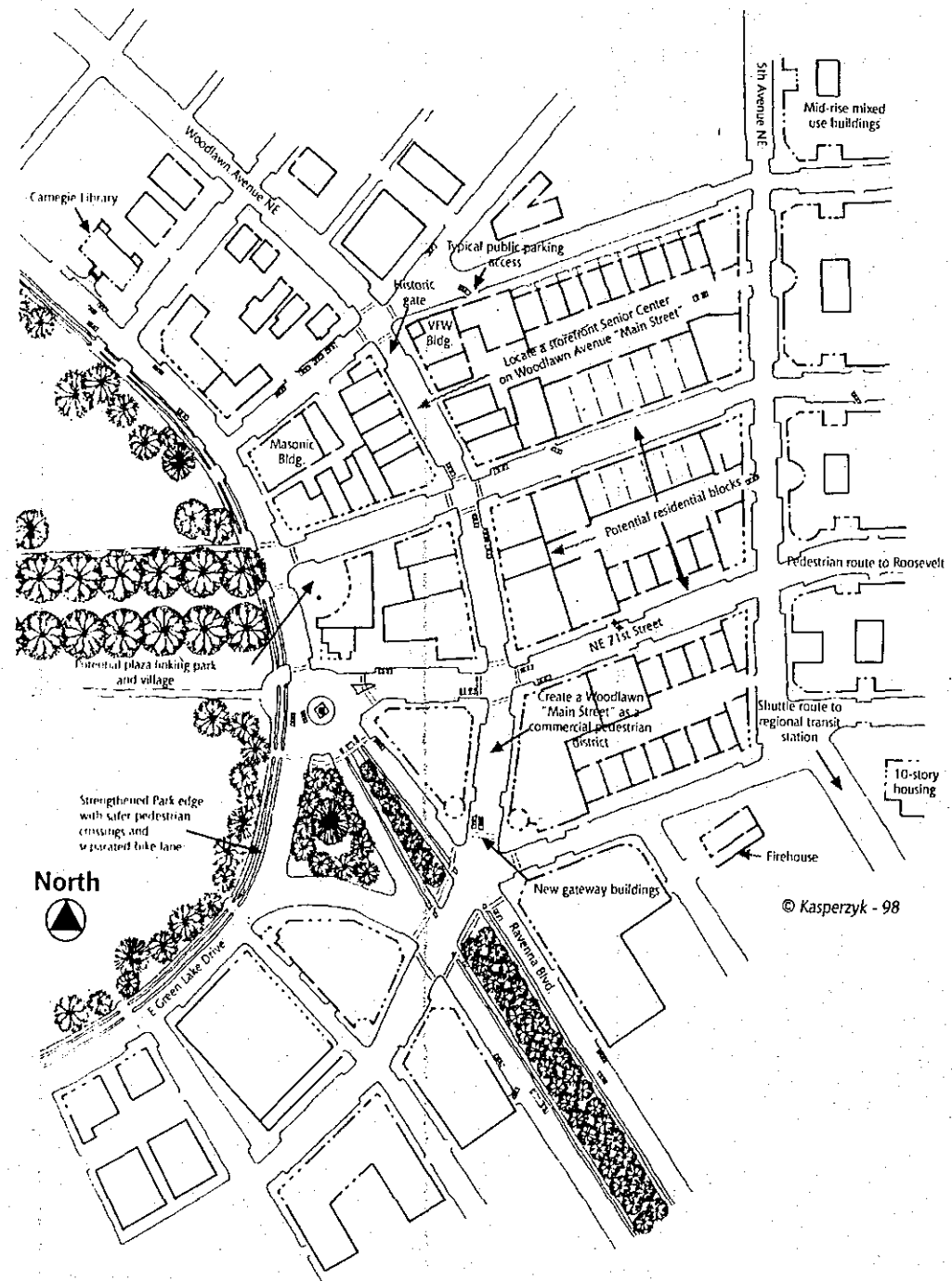
- Establish community consensus that indicates to the City's Design Review Board those guidelines which are most impor-

tant to the Community.

- Create a well defined set of desirable design characteristics that are specific to the Green Lake neighborhood.
- Identify and develop Neighborhood Design Guideline overlays. This means that the Community will study the City Design Guidelines to identify areas in which issues that are important to the Community are emphasized during the design review process.
- Require design review of new construction and remodels in MR, NC, and C zones, as well as for L-3 and L-4 zones with more than 8 residential units, or more than 4,000 square feet of non-residential floor area.

Green Lake 2020 Conceptual Residential Urban Village map
 This is a map of Green Lake 2020's Residential Urban Village showing some of the proposed recommendations to improve the vibrancy of the downtown core, such as developing Woodlawn as a "Main Street," providing a strong pedestrian link from the lake into the Residential Urban Village, providing gateway links to the Roosevelt neighborhood and maintaining the scale and character of the existing buildings through a new rezone strategy and design guidelines.
 Map produced by A Northwest Collaborative, 1998.

- Promote the protection of the architectural character of the village area in order to retain desirable historic elements, and serve as a model for new development.



- Support placing utilities underground and designating Woodlawn Avenue NE and 1st Avenue NE as priority areas.

1.2 Create a pedestrian-friendly network of streets that improve pedestrian safety, comfort and access.

- ***Install pedestrian improvements, such as curb bulbs and street trees along designated pedestrian corridors that provide links from the Residential Urban Village to points throughout the Green Lake planning area and surrounding neighborhoods.***
 - Create a key pedestrian corridor from the Green Lake Public Library to the Hearthstone characterized by street trees, wide sidewalks, curb cuts, pedestrian improvements, public art and street furniture.
 - Create attractive links to the future 65th Street Sound Transit light rail RTA station to encourage pedestrian and bicycle use (rather than vehicle use) by a high percentage of residents and visitors.
 - Fund a design study to identify streetscape improvements to existing crossings under and over Interstate-5. Install amenities that best enhance these links and provide lighting, landscaping, public art and street furniture.
 - Widen the sidewalk along the south side of NE Ravenna Boulevard under Interstate-5 and along both sides of Weedon Place and improve health and safety standards.
 - Provide wheelchair ramps and other improvements that ensure mobility for disabled persons at key locations throughout the Residential Urban Village throughout the planning area.

- Work with the businesses that have distribution trucking activity to construct sound barriers, plant trees, install street furniture, provide dust and smell control, and scheduling of operations for sound control.

1.3 Create a vital and identifiable "Main Street" along Woodlawn Avenue NE that supports existing businesses and mixed-use development, and provides additional services and public amenities.

- Maintain the pedestrian-scale through building heights, massing, setbacks, open space, architectural details, and landscaping.
- Design and fund the creation of an identifiable pedestrian-friendly "Main Street" along Woodlawn Avenue NE from 1st Avenue NE (on the north side of the village) to Sunnyside Avenue N (on the south), by designating it as a "Key Pedestrian" street. It would be characterized by wide sidewalks, street trees, art and street furniture.

1.4 Develop an active public plaza in the heart of the Residential Urban Village that would provide public open space and a link between the lake and the commercial district.

- Fund the design and installation of a public plaza in the heart of the Residential Urban Village of 1/4 acre minimum

1.5 Provide additional public open space in the Residential Urban Village.

- Work with the City to create a pocket park at 5th Avenue NE and Interstate-5 right-of-way off of NE Maple Leaf Place. Explore the use of this space as a northern gateway into both the Residential Urban Village and the Green Lake neighborhood.
- Encourage developers to include open and green space in the design of new buildings within the Residential Urban Village and the Green Lake neighborhood.

Proposed pocket park on 5th Ave. NE



1.6 Encourage a lively and thriving business core.

- Encourage businesses to offer a unique appearance (façade and interiors) that add to the neighborhood character and serve as a pedestrian amenity.

1.7 Ensure that there are safe and attractive links to Green Lake, Sound Transit, community resources, and the outlying neighborhood commercial areas.

- Employ pertinent recommendations from Key Integrated Strategy #2.

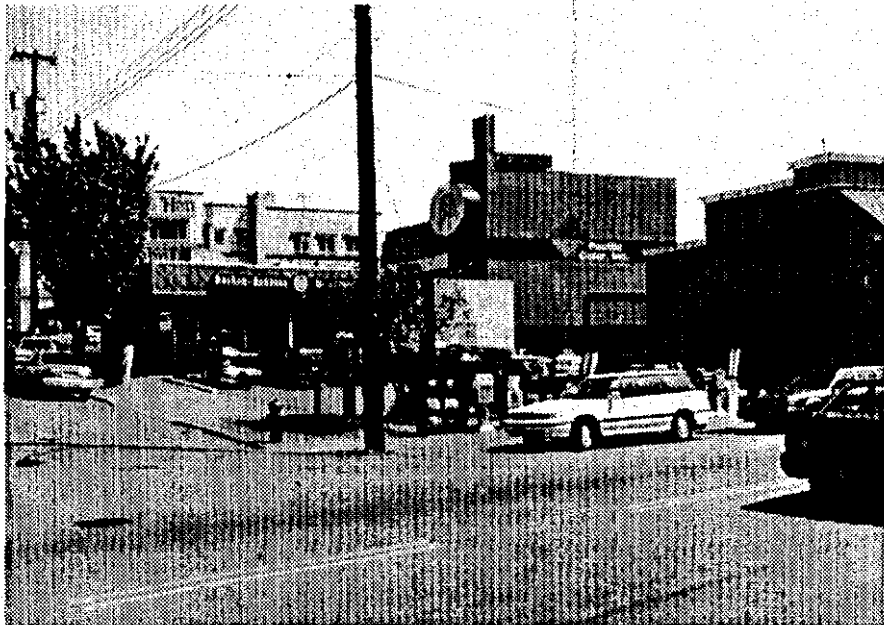
Shops along East Green Lake Drive N





Woodlawn Ave. NE today

East Greenlake Dr. N at NE 72nd St.



GOAL 2 – Reduced automobile speed, alleviated congestion, and improved traffic safety.

2.1 Support transportation and transit related improvements, (see KIS #2).

- At the intersection of NE Ravenna Boulevard, E Green Lake Drive N and E Green Lake Way N conduct a study to evaluate design changes including the use of a traffic roundabout, pedestrian refuge islands, chanelization and curb bulbs. Install capital improvements that would most effectively improve traffic flow, and pedestrian and bicycle safety. Do not install a roundabout if it is found to degrade pedestrian safety.

2.2 Give priority to projects that encourage the use of public transportation and discourage the use of single occupancy vehicular use (see Key Integrated Strategy #2 and #4 for specific recommendations).

2.3 Ensure that the community, the City of Seattle, Metro, RTA and the eventual Monorail PDA work together to design an integrated transportation system with positive impacts on existing uses and long-term redevelopment opportunities (see Key Integrated Strategy #2 and #4 for specific recommendations).

GOAL 3 - Adequate parking available for residents and businesses, that does not detract from the Residential Urban Village character and does not encourage a significant increase in traffic.

3.1 Encourage the development of a parking management plan that assesses opportunities for better use of existing parking and looks at new and innovative opportunities for providing additional parking.

- Develop a parking management plan with input from both residents and business owners.
- Narrow the restricted parking times at under-utilized truck loading zones to allow general parking in the afternoons and evenings.

GOAL 4 – Moderate income housing in the Residential Urban Village.

4.1 Work with public and private entities to provide moderate income housing.

- Support a pilot program to allow detached accessory dwelling units that follow a set of design guidelines.
- Adopt Residential Small Lot zoning in the Single-family (SF) zone of the Residential Urban Village. This pilot-project zoning would specifically disallow “skinny”s to be built, and would require design review of new construction.

GOAL 5 - Enhanced human service in the Residential Urban Village.

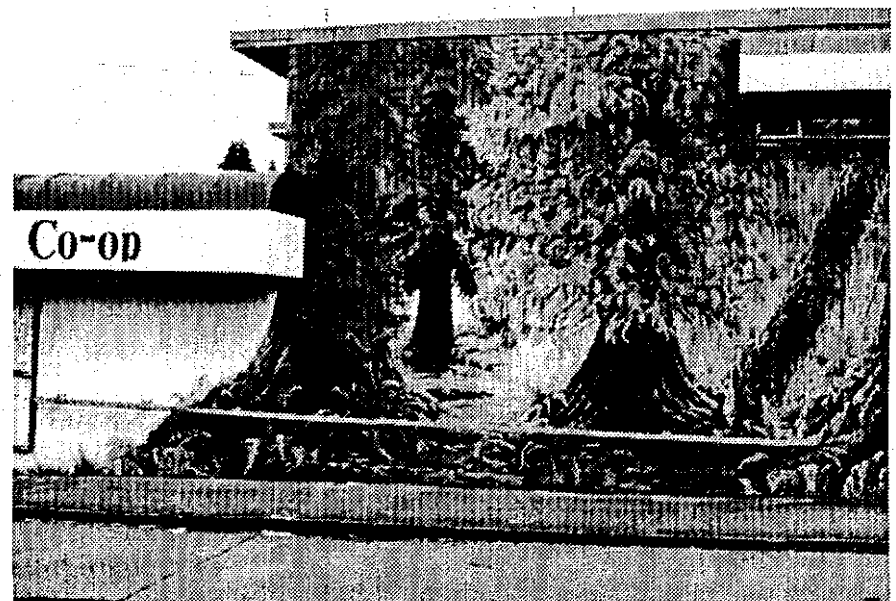
5.1 Provide an office for the Green Lake Community Council, city-wide liaison activities, Green Lake 2020 post-planning stewardship operations, and space for community meetings.

- See Key Integrated Strategy #5 for specific recommendations.

5.2 Provide a location for a neighborhood art exhibition and performing arts center.

- See Key Integrated Strategy #5 for specific recommendations.

Painted wall, Fremont Ave. N at N 66th St.

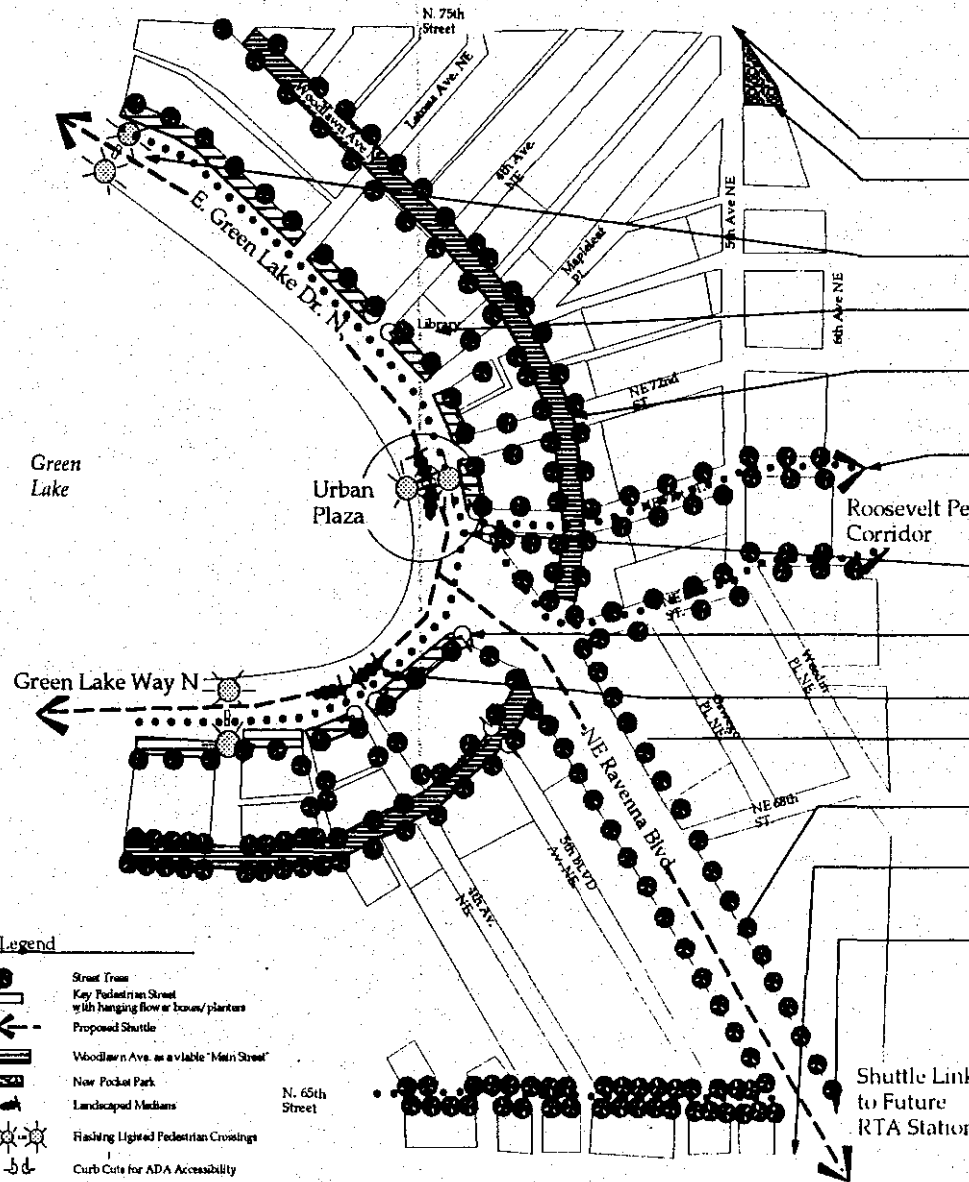




Green Lake 2020 Neighborhood Plan Create a Vibrant Green Lake Residential Urban Village

Key Integrated Strategy #1 Map A

December 14th, 2004



Recommendations

Improve 5th Ave. Bridge, add lighting, art work

Create a pocket park by vacating unused street end and using the I-5 right-of-way.

Improve pedestrian crossing at select intersections by installing pedestrian-activated flashing crosswalks.

Open the Library and Community Center on Sunday.

Create more teen activities at the Community Center and Library.

Create a viable "Main Street" on Woodlawn Ave. characterized by wide sidewalks, street trees, art elements, street furniture and underground utility wires.

Make improvements to 71st. Street bridge to Roosevelt. Add lighting, art, landscaping and drainage.

Roosevelt Pedestrian Corridor

Develop a plaza in the residential urban village, establish a storefront Senior Center, and a "kiosk network."

Provide wheelchair ramps at key locations

Add pedestrian refuge islands.

Create a Key Pedestrian Street between the Library and the Hearthstone with hanging flower baskets/boxes

Create attractive ped/bike linkages to proposed RTA.

Widen sidewalk along south side of Ravenna Blvd. and add art elements under I-5.












Add a transit bypass lane on Ravenna Boulevard in front of the Park-and-Ride and encourage the use of the Roosevelt Park and Ride on nights and weekends.

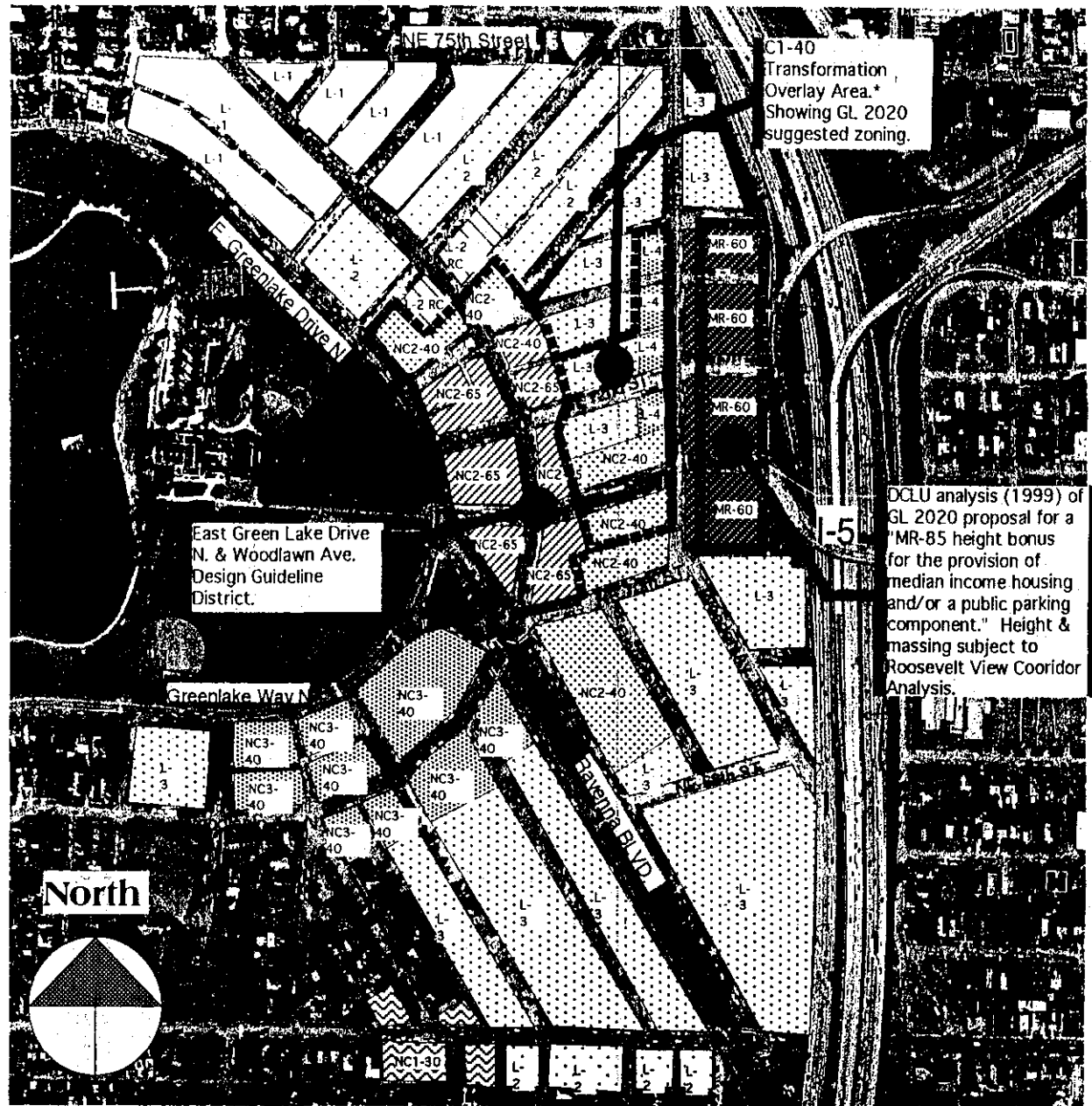
Shuttle Link to Future RTA Station

Greenlake 2020

NEIGHBORHOOD PLAN Proposed Zoning Figural Study

Legend

-  Lowrise 1 (L-1)
-  Lowrise 2 (L-2)
-  Lowrise 2 Res./Commercial (L-2 RC)
-  Lowrise 3 (L-3)
-  Lowrise 4 (L-4)
-  Neighborhood Commercial 2 (NC2-40)
-  Neighborhood Commercial 3 (NC3-40)
-  Midrise 60 (MR-60)
-  Neighborhood Commercial 2- 65 (NC2-65)
-  Neighborhood Commercial 1 (NC1-30)
-  Existing C1-40 Vita Milk Dairy operation to be involved in City of Seattle mediated long term relocation planning. Future site planning to use Master Use Permit process.



KEY INTEGRATED STRATEGY #2

Create a First-Class Public Transportation System

BACKGROUND

Public transit plays an important role in the community's overall transportation system. Many commuters use transit to get to school or work. Furthermore, a significant proportion of Seattle residents own no car at all, and transit is their primary means of getting around. As Green Lake and the rest of the city grow, travel will also increase. Unless a larger numbers of these trips are taken using transit, traffic will grow to intolerable levels, thereby exacerbating the accompanying problems of congestion, parking availability, cut-through traffic, safety threats to cyclists and pedestrians, and environmental pollution.

Current public transit services provided by METRO within the neighborhood are considered inadequate by the community. Service is often infrequent, slow and unreliable. There are no direct connections to many destinations. Of particular concern is the lack of east-west, crosstown routes as the lake itself precludes a crosstown route along N 65th Street paralleling existing routes along N 45th Street and N 85th Street.

Current planning for a regional transit system, particularly for a possible light rail station in the adjacent Roosevelt neighborhood, must provide for connections to the Green Lake Residential Urban Village and other neighborhoods within the greater neighborhood. The prospect of a Seattle Transit Initiative provides another avenue for addressing Green Lake's transit needs.

The principles that have guided these goals, objectives, policies and finally recommendations include the following:

Guiding Principles

- *Green Lake should be a mobile community where people who work and live in the neighborhood have access to a convenient, reliable, and comprehensive transit system.*
- *Green Lake is a regional destination where visitors from all over the city can easily get to the Park and other attractions by using public transit, thereby reducing congestion and parking pressures on the community.*

The current versions of the City of Seattle's Comprehensive Plan and Transportation Strategic Plan contain policies and strategies that support, in general terms, strategies identified by the Green Lake 2020 Neighborhood Plan. Based on input from Green Lake residents, volunteer committees and local agencies, several transportation strategies were developed to support the neighborhood's vision. The strategies are intended to enhance the efficient movement of vehicles, improve pedestrian and bicycle safety, improve environmental quality and promote economic vitality of businesses in the Green Lake community.

From these principals goals, policies and recommendations have been developed to create a first-class public transportation system within in the Green Lake planning area. They have been the basis for specific recommendations on how to improve the existing comprehensive system. These are described below. The specific recommendations are listed below the corresponding goals and policies and identified on the accompanying map. Some recommendations that do not lend themselves to being mapped are listed simply as a recommendation.

GOALS, POLICIES AND RECOMMENDATIONS

GOAL 1 – A convenient, predictable, and reliable transit service that provides access to neighborhood activity areas, adjacent neighborhoods, local transit hubs and regional transit stations.

One of the first objectives is to improve service on existing transit routes and to improve internal and regional circulation. The accompanying plan identifies several bus routes that should have service frequency increased to 10-minute intervals. It also calls for restoring service between the west side of the Lake and Wallingford by reinstating bus #6 (or a similar route or shuttle). It further prioritizes infrastructure changes such as providing signal priority treatments for transit at identified intersections.

Another objective is to create additional transit opportunities. One recommendation that has received support is a shuttle service. It would provide service around the Lake and to the neighborhood commercial centers. It would also link with other transit and shuttle routes (one has been proposed on Phinney Ridge) and tie in with the proposed RTA light rail system in Roosevelt and the proposed Intra-Seattle transit system along SR 99.

Providing the opportunity for people to easily take public transit to Green Lake will help all people reach this destination while encouraging others not to drive their cars. An efficient and well-linked system supports this objective.

1.1 Improve transit speed and reliability and provide signal priority treatments for transit at identified intersections.

- Work with Metro to improve service on existing transit routes and increase bus service frequency to 10-minute intervals.

1.2 Create additional, and improve existing, transit links with other transit and shuttle routes and transit stations.

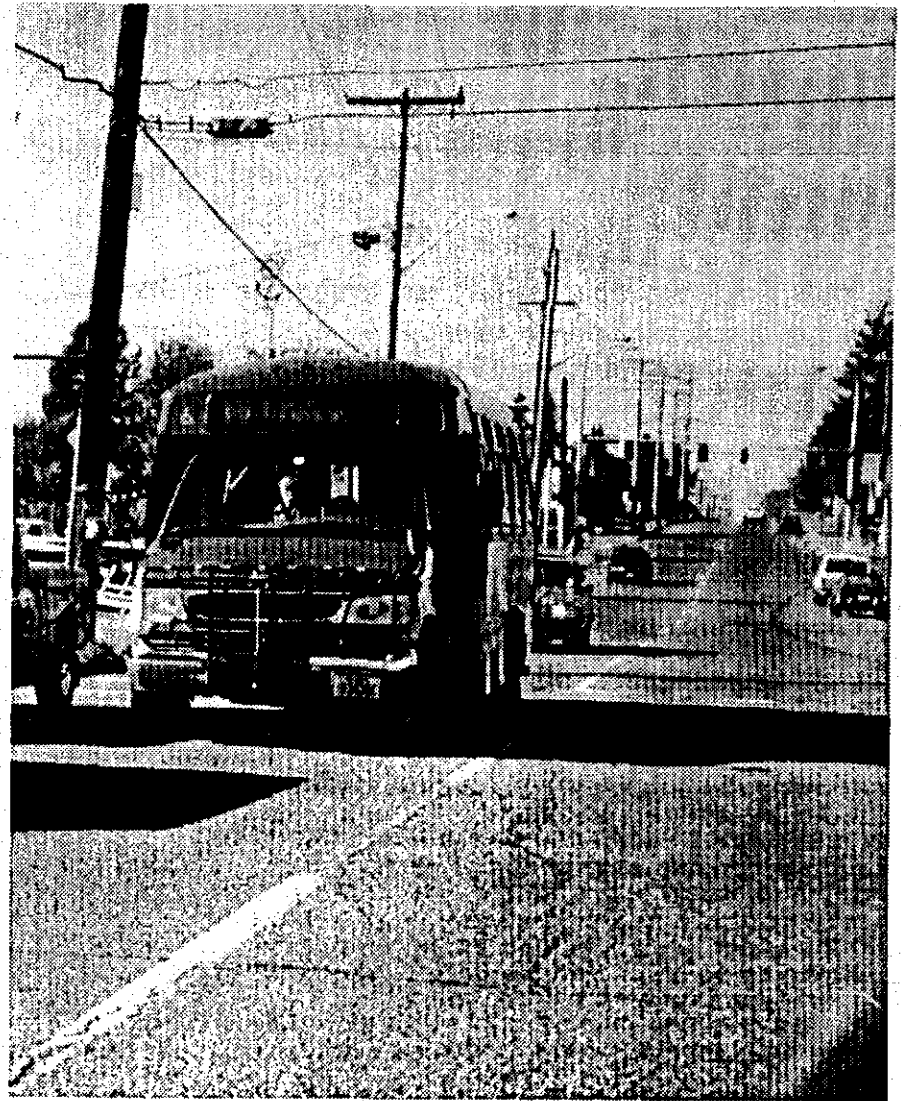
- Work with Metro to restore service between the west side of Green Lake and Wallingford.
- Work with Metro to provide direct transit service to Ballard, Wallingford, University Village, and other major north Seattle destinations.
- Work with Metro to provide a shuttle service, particularly a shuttle around Green Lake.
- Work with Metro to provide frequent connections between Green Lake and the proposed RTA light rail stop in Roosevelt and the proposed Intra-Seattle transit system along SR-99.
- Increase transit frequency between the Roosevelt stop and East Green Lake.

GOAL 2 - Neighborhoods with minimal impacts of transit operations

Minimizing the impact of cars and transit has been of major concern to Green Lake residents. Rerouting transit route #48 from Wallingford Avenue to Green Lake Drive N is one possibility. In addition, the community strongly recommends minimizing noise and particulate pollution by using quieter vans instead of buses on low-ridership evening runs through residential areas.

2.1 Minimize the impact of transit on the neighborhoods

- Encourage use of smaller buses and vans on low ridership routes.
- Consider rerouting Metro route #48 from Wallingford Avenue N to Green Lake Drive N.



Proposed shuttle

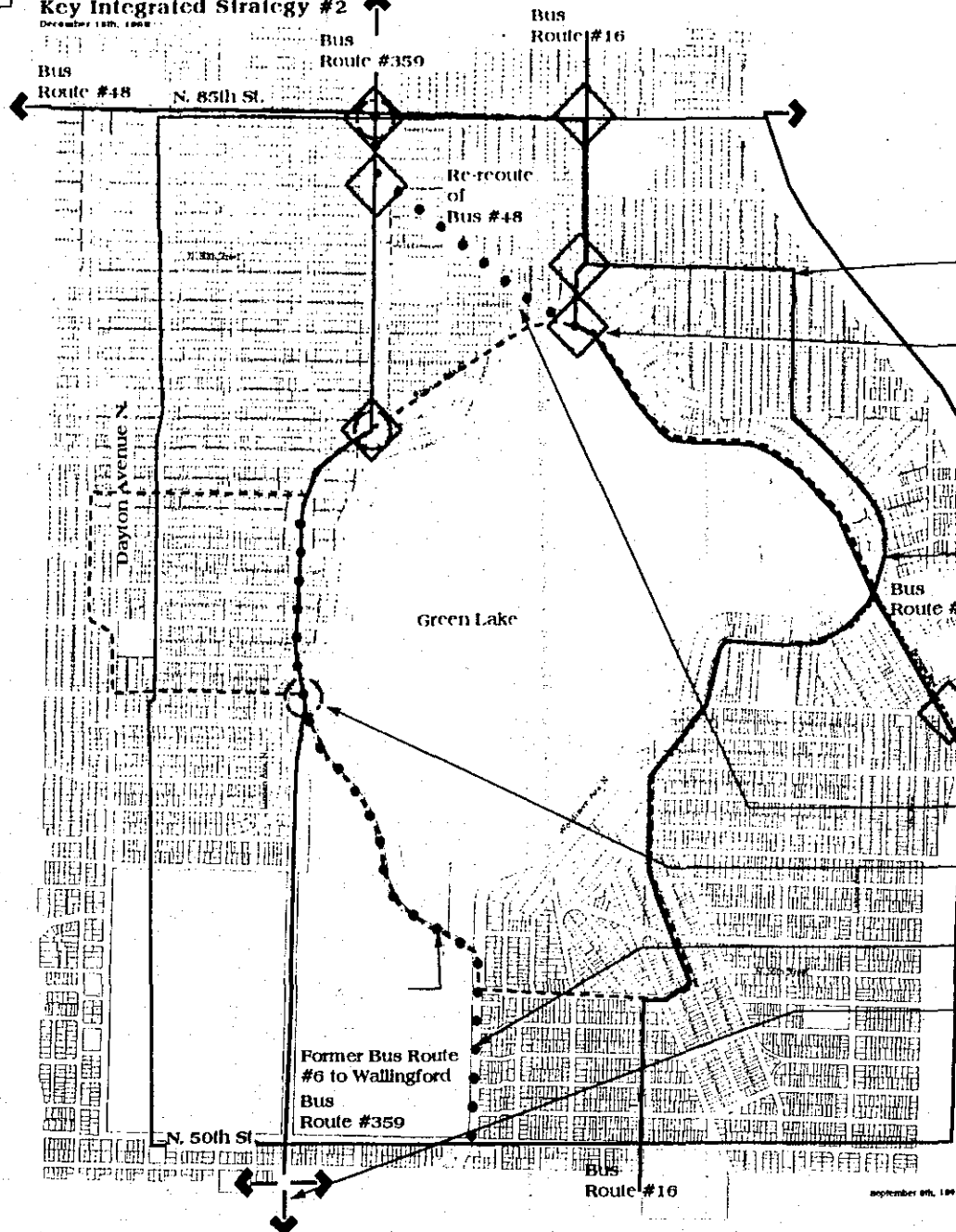


Green Lake 2020 Neighborhood Plan

Create a First-Class Public Transportation System

Key Integrated Strategy #2

December 18th, 1998



Recommendations

- Use quieter vans instead of buses on low-ridership evening runs through residential areas.
- Provide 10-minute headways on routes #16, #48, and #359
- Provide signal priority treatments for transit at congested intersections including the signalized intersections along Wallingford Avenue North and Aurora Avenue, and the intersection of Ravenna Boulevard and N 65th Street.
- Provide direct transit service to Ballard and other major north Seattle destinations.
- Offer shuttle service around the lake which will eventually connect with the proposed light rail station in Roosevelt. Consider extending shuttle to Phinney Ridge and Meridian neighborhood commercial district.
- Provide a short queue jump lane in front of the bus stop at the park and ride lot.
- RTA Station and North-South Route
- Consider routing transit route #48 from Wallingford Avenue to North Green Lake Drive.
- Develop an Intra-Seattle rapid transit system. Support the use of SR 99 as a central spine to such a system.
- Restore direct transit service between west side of the lake and Wallingford.
- Support SR 99 as Rapid Transit Corridor which links to East-West Routes (Potentially at North 85th St. and North 46th St.)

Legend

Transit Signal Priority

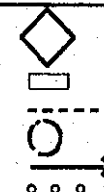
Bus Queue Jump

Green Lake Shuttle

Potential Rapid Transit Station

Existing Bus Route

Proposed Bus Route



Not to Scale

KEY INTEGRATED STRATEGY #3

Enhance the Environmental Health of the Green Lake Community

BACKGROUND

Ironically, although the area is blessed — even defined — by Green Lake Park, the community outside of the Park is severely underserved by neighborhood green spaces within easy walking distance of their homes. Nature should infiltrate the neighborhood like ripples from the Lake itself, with a network of secondary open spaces and pedestrian-friendly “green” connections between them. Currently the lack of such a network constitutes a serious deficiency.

The planning area’s Green Lake Park, Woodland Park and Ravenna Boulevard represent key elements in Seattle’s historic open space system. All were part of A Comprehensive System of Parks and Parkways, plan authored in 1903 by the famous Olmsted Brothers’ landscape architectural firm of Brookline, Massachusetts. The city-wide network of linked parks and boulevards resulting from the Olmsted plan enjoys national recognition for its vision and continuous open space accessible to all citizens.

The Green Lake neighborhood possesses a yet-to-be-fulfilled opportunity to build on this special legacy at a finer scale. The pattern and precedent embodied in Seattle’s Olmsted park and boulevard system can extend more fully and intimately through the planning area, greatly enhancing the neighborhood’s environmental quality. In addition, traffic volumes and physical barriers, which isolate parts of the planning area from its major neighborhood parks, need mitigation and correction, to restore the full original value of these open spaces to the community. As population density and pressures on recreation resources increase, these initiatives gain further importance.

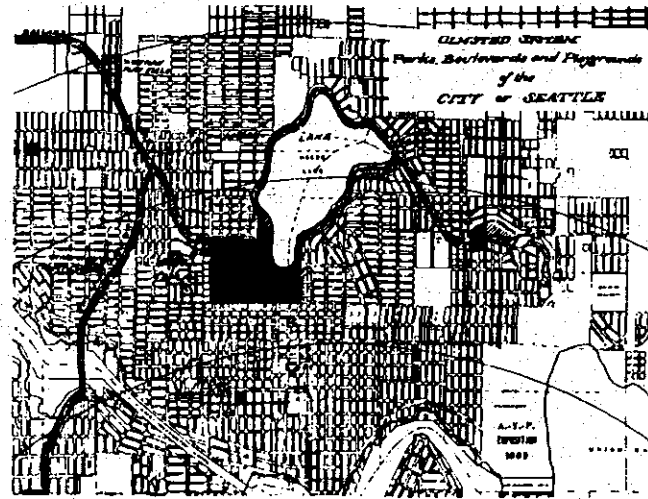


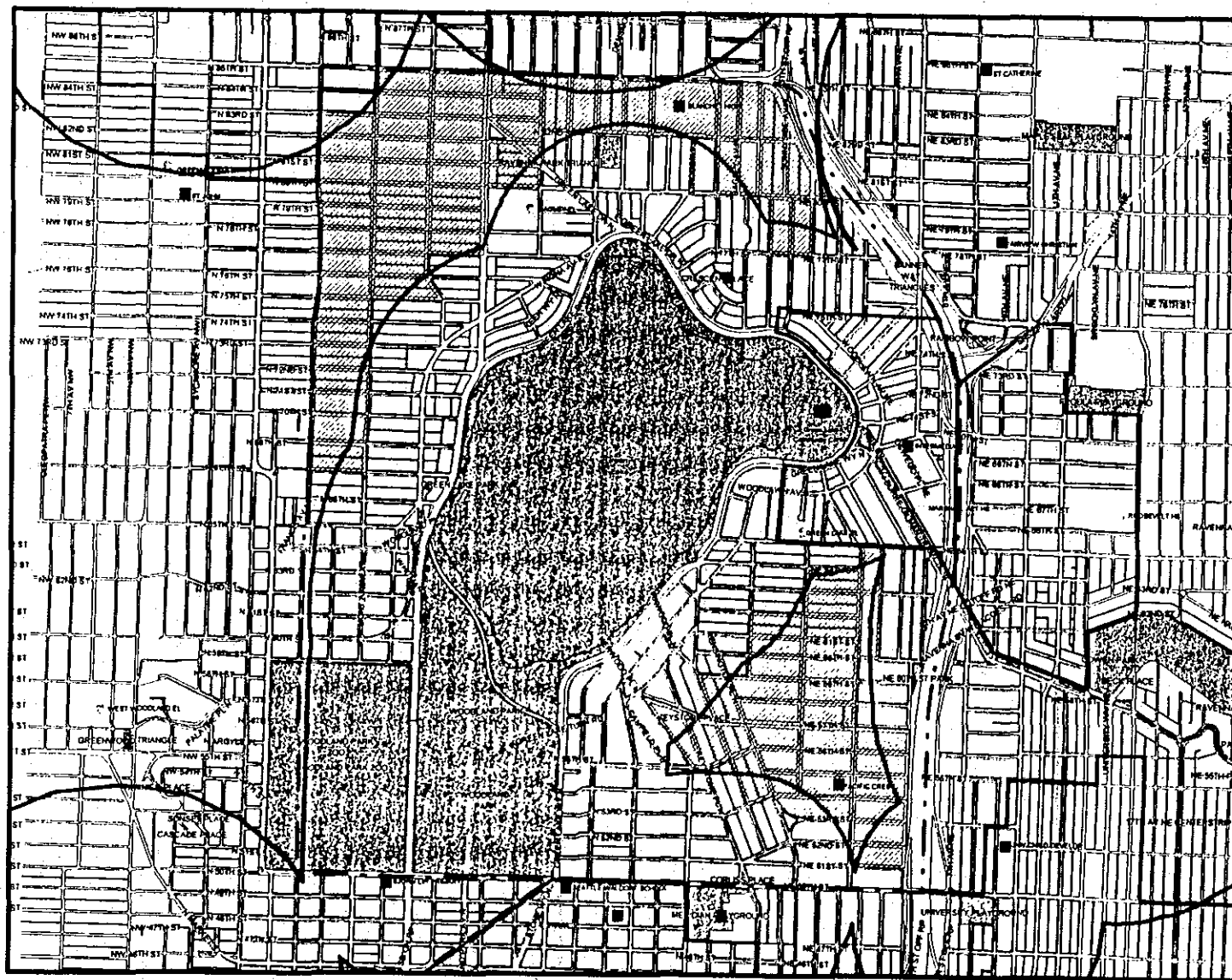
Image of the 1903 Olmsted Plan showing linkages to existing and proposed parks.

The two main parks in the planning area, Green Lake and Woodland Parks, enjoy a region-wide reputation for their unique assets: the lake, the park and the zoo. Local residents both benefit and suffer from this proximity. The negative impacts of these year-round recreational destinations need to be addressed: traffic congestion, scarce parking, noise and air pollution, open space with compromised tranquility. Although Green Lake residents cannot keep these special places to themselves, outside visitors must be accommodated in ways which respect rather than degrade the neighborhood’s integrity.



Green Lake 2020

Existing Open Space and Service Areas Analysis Map



Legend

- Urban Village Boundary
- Planning Area Boundary
- Parks
- Blocks
- Service Area Boundaries; hatched areas are farther than 1/4 mile from parks.
- Schools
- Community Center

Population of GL2020 Planning Area 15,750
Population outside 1/4 mi. service area 5,231

Source: US Census, 1990



Scale 1" = .23 miles

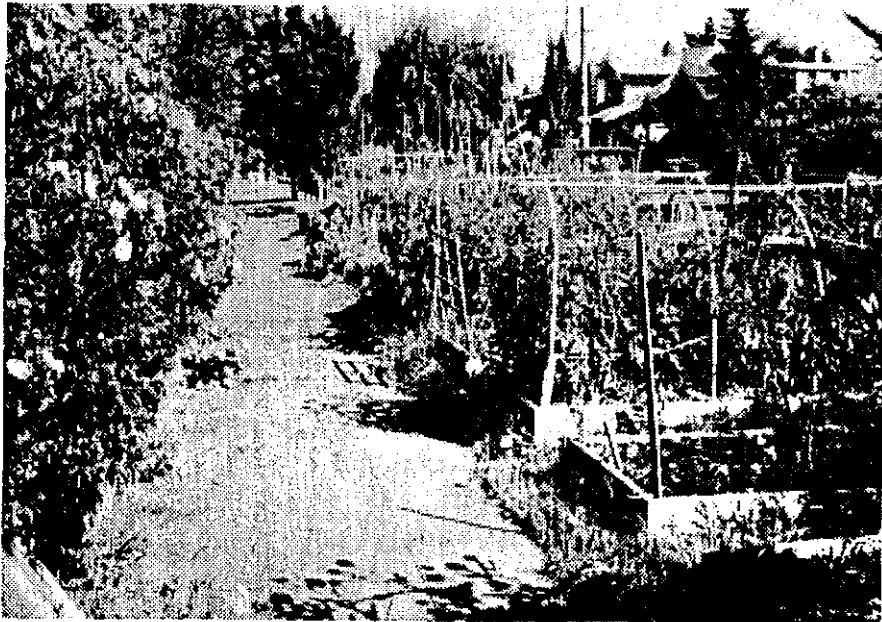
A Northwest Collaborative, 1998

Source of Data is City of Seattle DataViewer CD, 1997

Map showing the underserved parts of the community that are not within walking distance (1/4 mi.)

Because Green Lake is the most-used park in the city, and indeed in the state of Washington, local residents particularly need alternate destinations within the neighborhood targeted for their local use. Within the planning area, playgrounds, viewpoints, pocket parks, greenways and community gardens currently appear deficient in both number and distribution, as indicated by a recent analysis of existing open space (see accompanying map, p. 31, *Green Lake 2020, Existing Open Space and Service Areas Analysis Map*, 1998). Strategic acquisition and development should follow a detailed assessment of community open space priorities.

Private vegetable gardens along the street right-of-way in the Green Lake neighborhood



Residents can and should serve as active partners in the creation and care of new neighborhood open spaces such as pea patches, "green streets", and playgrounds. Cultivating such grass-roots involvement can awaken appreciation for the outdoor environment, while deepening neighborhood bonds. On a practical level, local advocacy will prove key to enhancing the quantity, quality, and variety of open space in the planning area.

Green Lake and Green Lake Park

A final aspect of this strategy is to increase the visibility of Green Lake and the natural environment as defining elements of community character. This planning area distinguishes itself among Seattle neighborhoods by encompassing a visible and nearly complete watershed, the Green Lake basin, part of the Densmore watershed. The Lake's surface water connections should be reinforced where vestiges remain, and reinstated in symbolic ways where physical linkage is impossible. Reintroducing visible water flow through the neighborhood can provide opportunities for both environmental awareness and aesthetic enhancement.

Historically, the Lake has been both a source of pride and concern. From Seattle's earliest days it was seen as a place to go for the day. Not long after the area was settled, however, people began to complain about seasonal odors. One of the city's major newspapers in the early part of the century opined that draining and filling the Lake could be considered if the odor could not be mitigated. Over subsequent years the level of the Lake was lowered to facilitate development. Natural water flows into and out of the Lake were diverted and contained.

Today there are continuing concerns over the water quality of the lake. Measures are taken to control odor, prevent Eurasian milfoil from clogging swimming areas and keep contaminated storm runoff from entering the lake. A local group of citizen volunteers, the Green Lake Park Alliance, exists solely to advocate for and protect the Lake and Park.

The Lake will always and should always be the defining feature of the neighborhood, but focusing on the Lake by itself is too narrow. Efforts to protect and preserve the Lake will only be successful if the general public realizes that the Lake does not exist in isolation — it is part of a broader watershed. Everything that occurs in this broader watershed has a potential impact on the Lake. People come to the Park to enjoy the trees and the wildlife, often without realizing that the Park is part of a broader urban forest and could, with citizen involvement and planning, be the nucleus for an outward-radiating system of trees and habitat.

Related initiatives to improve other aspects of the neighborhood natural environment should be undertaken as well, focusing attention on the urban forest, wildlife habitat and corridors, groundwater and air quality. Some projects may address multiple aspects simultaneously. For example, a “daylighted” stream might provide groundwater recharge, increase habitat through stream-side plantings, establish a movement corridor for small animals, and foster growth of an air-cleansing tree canopy overhead. By such example and its accompanying stewardship, residents of all generations gain appreciation for the natural matrix of natural resources and habitat types within which they reside — in their neighborhood, their city, their region.

The Neighborhood Plan identifies three broad strategies for the Lake and the Park:

- Foster recognition of the broader Densmore Drainage Basin by collaborating with the Green Lake Park Alliance and other local planning groups. Various daylighting plans are being pursued and explored in other neighborhoods. Study and ultimately work toward plans for restoring a natural system of water flow into and out of Green Lake.
- Combine very strong public support for street trees with the urban forest concept and expand the urban forest from the

Lake outward through the neighborhood to create more green space and enhance wildlife habitat.

- Advocate for an environmental education program to be housed at the Park with programs focusing on the ecology of the Lake and its relation to the urban environment - past, present and future.

The principles guiding the following goals, policies and recommendations include:

Guiding Principles:

- *Recognize Green Lake and the natural environment as defining elements of community character.*
- *Foster recognition of the Park and the neighborhood as part of the urban forest.*
- *Foster recognition of Green Lake as part of the broader Densmore Drainage Basin and ultimately, the Puget Sound Watershed.*

Several goals have been identified to guide improvements to community parks, open space, recreation and environmental health. These are listed below, accompanied by related policies and specific recommendations to direct implementation. Individual implementation activities are grouped under the appropriate goals and policies. Recommendations for this strategy are also shown on the accompanying “*Enhance the Environmental Health of the Green Lake Community, Key Integrated Strategy #3*” map.

GOALS, POLICIES AND RECOMMENDATIONS

GOAL 1 – Additional green open space throughout the planning area that is equally accessible to all residents and fulfills the goals of the Seattle Comprehensive Plan

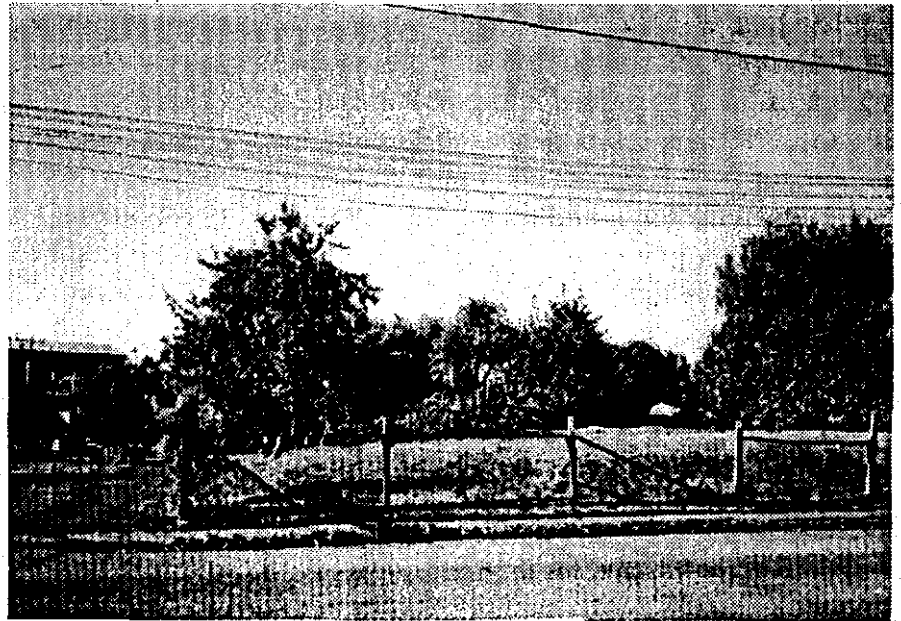
1.1 Work with the City and other partnerships to preserve, enhance, and increase the number of pea patches, pocket parks and accessible open space throughout the planning area.

- Acquire the properties at 67th & Linden and the vacant parcel west of the intersection of 72nd & Fremont and develop as a pocket park or pea patch
- Develop NE 60th Street mini park for habitat planting or pea patches.
- Collaborate with administrators of public and private schools to enhance their open space and integrate them into the community.
- Acquire 1st Ave. NE and NE 56th Street for use as a mini park.

1.2 Safeguard historic park and open space assets, respecting and extending the Olmsted planning legacy wherever opportunities arise.

1.3 Assign highest priority to making unused public land available for permanent open space use.

1.4 Fully support voluntary community efforts to create, improve and maintain open spaces for local use.



Property at N 67th St. and Linden Ave. N

Olmsted's Ravenna Boulevard



1.5 Enhance both the extent and quality of the urban forest, building green connections with existing park lands.

1.6 Incorporate landscape enhancements in all transportation improvement projects and add plantings to existing movement corridors.

1.7 Provide accessible exterior social space as part of all public construction projects.

1.8 Promote private provision of open space for public use, through donation and project site development.

1.9 Fund and direct the care of public parks and open spaces to insure that quality is maintained or improved, not degraded, through time.

1.10 Increase number and variety of community gathering spaces.

1.11 Improve open space value of vehicular and non-vehicular transportation corridors by adding trees and other vegetation.

1.12 Work with the City and others to enhance the health and quality of the transportation corridors by adding trees and other vegetation to vehicular and pedestrian corridors.

- Plant street trees at Aurora and Winona, North Aurora Ave. (Winona to 80th St.), 56th St. (Kensington to Latona), and on 80th and 85th Streets between I - 5 and Dayton Ave.
- Promote street tree planting throughout the community and provide planning assistance, training, and inexpensive trees to interested neighbors is a part of the program.

GOAL 2 – An abundance of native habitat that supports wildlife The objectives of this goal are to: identify and protect public and private property with significant habitat value; develop overlapping opportunities to enhance open space and habitat, such as school grounds; extend wildlife habitat into surrounding communities, taking advantage of vegetation from Green Lake, Woodland Park and other large tree canopies to create linkages and habitat nodes, and; encourage public involvement, appreciation and stewardship of native habitats. Survival of native wildlife species requires a significant commitment to the maintenance of native plant communities. Northwest native plants can be mixed with horticultural cultivars or used exclusively to create beautiful, lower maintenance landscapes that provide crucial native habitat.

2.1 Create and enhance wildlife habitat within parks, rights-of-way, school properties and other public sites, fostering interdepartmental and interjurisdictional cooperation to maximize habitat extent and quality.

- Inventory public and private property with 'significant' habitat value by soliciting grants, interns, class projects, etc., to conduct a neighborhood habitat inventory.
- Obtain a list of registered backyard wildlife sanctuaries from the Washington Department of Wildlife.

2.2 Provide support and coordination for private and public efforts to establish and enhance wildlife habitat.

2.3 Develop overlapping opportunities to enhance open space and habitat such as on school grounds.

- Work with school administrators and parent groups to establish or expand wildlife habitat on school grounds, using the Green Lake School Olalie Garden as a model.

2.4 Extend wildlife habitat into surrounding communities by creating links between Green Lake, Woodland Park and other large tree canopy areas.

- Take advantage of the vegetation from Green Lake, Woodland Park and other areas with large tree canopies, to create linkages and habitat nodes. This can be accomplished by encouraging adjacent property owners to work together to develop larger habitat nodes and to develop outreach programs to encouraging private and commercial property owners and managers to add native habitat components to their property.



One of the larger trees in Green Lake that provide habitat for wildlife

GOAL 3 – Environmental education opportunities that provide opportunities to the public to increase their awareness of the natural environment and environmental issues, and provide the opportunity for stewardship. – environmental stewardship the recreational activity of choice for the next decade. As the millennium approaches, environmental stewardship is on everybody's mind. A well-informed citizenry will likely be better prepared to preserve resources. By enhancing wildlife appreciation and teaching stewardship skills, we intend to make environmental stewardship the recreational activity of choice for the next decade.

3.1 Encourage public involvement, appreciation and stewardship of native habitats.

- Develop 'habitat walks,' map Backyard Sanctuaries, and conduct habitat workshops.
- Develop an outreach program to encourage private and commercial property owners and managers to add native habitat components to their property.
- Restore the Aqua Theater for community events or use as an interpretive center.

3.2 Support increased environmental education and interpretation opportunities and public awareness of environmental issues.

- Develop an interpretive naturalist program with classes, nature walks, and workshops in Green Lake Park. This is proposed to be accomplished through assembling a team from the Green Lake Park Alliance (GLPA), Seattle Audubon, and Seattle Parks staff to introduce programs that promote environmental stewardship as recreation.
- Establish an environmental education center in Green Lake Park with naturalist programs on habitat and water quality.
- Improve the community center grounds to include thinning the plane trees and providing more seating.

3.3 Establish means to keep citizen's informed about environmental concerns affecting the community

3.4 Identify and promote initiatives to increase public appreciation of the environment through local example and experience.

GOAL 4 – Increased opportunities for recreation throughout the planning area and for people with disabilities.

Increasing opportunities for recreation will be encouraged by improving the ability of people to locate the many different recreational resources available in or near our community and to expand available recreational activities to serve the full diversity of community residents

4.1 Support increase of activities, communication of the recreational resources available and access to them.

- Create additional passive recreational areas, gathering areas, a shade garden and seating around community center.
- Enhance ADA recreational opportunities around the lake.
- Develop an informational database to identify recreational opportunities available to the Green Lake community
- Increase the use of the community center and greater awareness of recreational opportunities at other sites i.e. Boys & Girls Club, schools etc...

GOAL 5 – Restored and protected natural drainage systems including the streams and wetlands within the planning area.

The natural drainage systems are the heart, lungs and kidneys of the planet's ecosystems. Cities like Seattle all but destroyed these systems in their early developmental stages. Newer municipalities, most notably in our area, Bellevue, have reaped the rewards of keeping many of their streams and wetlands in functional condition. We must begin the process of restoring these essential systems. The longer we wait, the more it will cost.

5.1 Coordinate a water quality program with groups such as the Green Lake Park Alliance: Work as a team with Licton Springs and Ravenna Creek action groups to establish watershed awareness and to consider the possibilities of developing larger plans for collaboration.

- Develop and implement a watershed education program for businesses and residents. A developed community network would monitor water quality, support outreach and educational activities, and identify and evaluate opportunities for the restoration of natural drainage areas.
- Develop a community network to monitor water quality, support outreach and educational activities.

5.2 Pursue restoration of the natural drainage system that served our watershed prior to development as a centerpiece of environmental education, habitat restoration and revegetation activities.

- Consider restoring Licton Creek along the Parks Department property at 82nd and Densmore.
- Evaluate the feasibility of daylighting other segments of Licton Creek.
- Develop a Phinney Ridge water restoration/hillside strategy, coordinated with a hill climb and pedestrian linkage across Aurora to Green Lake.
- Develop a woodland stream in Woodland Park capturing runoff from park and flowing into Green Lake.
- Identify and evaluate additional opportunities to restore the natural drainage system in the neighborhood.

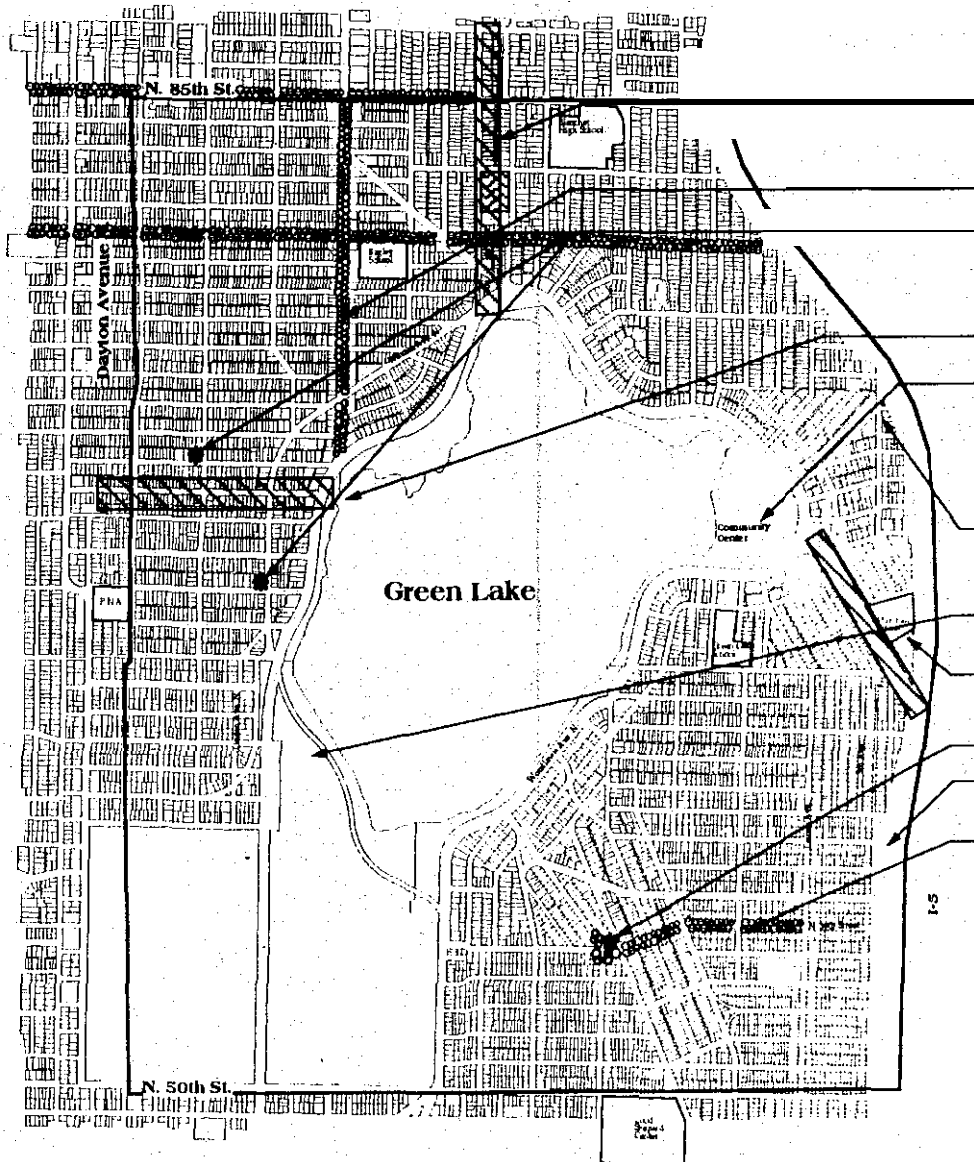


Green Lake 2020 Neighborhood Plan

Enhance the Environmental Health of the Green Lake Community

Key Integrated Strategy #3

December 1998, 1999



freshwater to Green Lake.

Plant street trees at key locations

near 72nd & Fremont

Develop Phinney Ridge water restoration/hill side strategy

Community Center Improvements

- Create passive recreational areas, gathering areas, a shade garden and seating around community center.
- Enhance ADA recreational opportunities around the lake.
- Increase the use and availability of the community center and highlight recreational opportunities
- Establish an environmental education center in Green Lake Park with naturalist and water quality programs.

New pocket park proposal with Dept. of Transportation property at 5th Ave NE and NE Mapleleaf Pl.

Develop woodland stream in Woodland Park capturing runoff from park and flowing into Green Lake. Also to include biofiltration design.

Work with Marshall school administrators and parent groups to establish or expand wildlife habitat on school grounds

Meridian and NE 56th Street Pocket Park & Corridor Improvement

Develop Parks Dept. property at NE 60th street and I-5 as a mini park for habitat pea patch.

NE 56th Street & 1st Ave NE Pocket Park

See the accompanying KIS #3 *Enhance the Environmental Health of the Green Lake Community* narrative for a complete listing of recommendations.

Legend

Service Street

City Land Property

Water Quality Enhancement

Projects

State Trail



Not to Scale

KEY INTEGRATED STRATEGY #4

Improve Transportation Mobility & Safety in Residential Areas

BACKGROUND

Results of a mail survey conducted by Green Lake 2020 in the spring of 1997, which was sent to all residents in the planning area (with a 10% response rate), identified a number of transportation-related concerns. The highest rated was traffic congestion, with 61% reporting it as a "serious problem" (rated 4 or 5 on a scale of 1 to 5). Other concerns in order of importance were: pedestrian safety (59%), bicycle safety (53%), cut-through traffic (52%), speeding (51%), parking availability (41%) and large truck traffic (31%).

In response to this survey, the theme for the Green Lake transportation system, as developed through this planning process, is to develop a strategy that addresses the community's traffic congestion problems, enhances pedestrian and bicycle safety and circulation, encourages alternative modes of transportation, while maintaining community character. To these ends, the Green Lake 2020's transportation consultant has developed a Strategic Transportation Plan. Portions of this study have been included throughout this section for background.

Several guiding principles direct the goals, policies and recommendations for improving transportation mobility and safety in residential areas, they are:

Guiding Principles

- *Green Lake as a community where people who live, work, and visit have safe and convenient access via a wide variety of travel modes including, but not limited to, the automobile.*
- *Green Lake as a neighborhood where people can feel safe walking and riding their bikes.*
- *Green Lake as a place where activities are conveniently and safely accessible to people with physical disabilities.*

GOALS, POLICIES AND RECOMMENDATIONS

The transportation issues and recommendations in this key integrated strategy are grouped according to specific traffic issues such as traffic and congestion, pedestrian safety etc. Thus each set of goals, policies and recommendations are introduced by a narrative explaining the background for this particular issue and followed by the proposed solutions.

TRAFFIC CONGESTION AND SAFETY

On any given sunny afternoon, Green Lake's streets are saturated with cars. The neighborhood boasts one of the most visited parks in Washington State, Green Lake Park, with more than two million users per year (Seattle Department of Parks and Recreation, 1986), attracting cars from all corners of the city — and beyond. This additional traffic exacerbates traffic-related problems commonly found in urban areas of Puget Sound — congestion, conflicts with pedestrians and bicyclists, and parking shortages. Traffic models developed by the City of Seattle show that most roadway sections along Green Lake Way N and Green Lake Drive N currently operate at or over capacity during peak hours. This condition is expected to deteriorate further by the year 2010. Winona Avenue N also operates over capacity.

Congestion is anticipated to increase on other arterials as well. The absence of a programmatic plan to optimize traffic control

and management systems, and effectively manage curb space (parking) use has resulted in undesirable traffic congestion in some areas, particularly on access routes leading to Green Lake Park.

Traffic analysis conducted by the City of Seattle as part of its Comprehensive Plan study indicated that roadways within the Green Lake Residential Urban Village, all of which are classified as minor arterials - except Woodlawn Avenue from N 65th Street to 1st Avenue NE - will operate at acceptable levels of service. Woodlawn Avenue is a collector arterial and is expected to operate under capacity by 2010. East Green Lake Drive N from Sunnyside Avenue N to NE 71st Street is the only minor arterial within the urban village expected to operate at capacity.

Traffic along East Green Lake Drive N



GOAL 1 – Enhanced auto access that does not significantly encourage additional traffic, particularly in residential areas

1.1 Seek to implement design changes for improving the flow of traffic and to minimize congestion at problem areas.

- Conduct a study to evaluate design changes including the use of a traffic roundabout, bicycle lanes, chanelization and pedestrian refuge islands. Install the most beneficial improvements for traffic flow, pedestrian, and bicycle safety. Traffic roundabouts should not be installed if they are found to significantly detract from pedestrian safety.
 - a) The five-way intersection of NE Ravenna Boulevard and E. Green Lake Drive N
 - b) The five-way intersection of N 50th Street and Green Lake Way
- Work with SEATRANS to assess and implement improvements for traffic flow at the intersections of:
 - a) Aurora Avenue N and Winona Avenue N;
 - b) the intersection of West Green Lake Way and East Green Lake Way;
 - c) Wallingford Avenue N and N 85th Street.This study would evaluate possible design changes such as signal phasing, bicycle lanes, chanelization and pedestrian refuge islands. The desired outcome of this study is to identify and implement the most beneficial capital improvements to improve traffic flow, and pedestrian and bicycle safety.
- Conduct a transportation study for the Aurora Avenue N transportation corridor to examine options for improving general traffic flow, transit speed and reliability, and pedestrian safety and accessibility. This study is strongly recommended.

CUT-THROUGH TRAFFIC, SPEEDING, AND LARGE TRUCKS

The peaceful, secluded home on a quiet residential lane is under increasing assault. Congestion on main arterials causes many drivers to take short-cuts onto neighborhood streets. Many drive beyond the 25 mph limit usually found on local roads, thereby creating a safety hazard. Noise from cut-through traffic also concerns many residents. Cut-through traffic is of particular concern along the numerous east-west residential streets between Phinney Ridge and Aurora Avenue North, residential collector streets within the northeast corner neighborhood northeast of the Lake between I-5 and E. Green Lake Drive N, and along West Green Lake Drive near the Bathhouse Theatre. Truck traffic is of particular concern because it generates significant noise and exhaust fumes. The goals, policies and recommendations for these specific issues are as follows:

GOAL 2 – Reduced traffic impacts on residential areas

2.1 Promote traffic calming on residential streets by installing traffic circles, chicanes and speed humps.

Traffic crossing through residential areas, with its safety, noise and health-related impacts, raises a great deal of concern in the community. This plan calls for promoting traffic calming on residential streets by installing traffic circles, chicanes and speed humps. This can be done through the existing process with special emphasis on areas that have been identified as having cut-through traffic problems. These areas are listed below and identified on the accompanying map. Recommendations pertaining to specific streets have not been made since this entails an additional process for selecting particular traffic calming devices.

- Priority emphasis for traffic calming on streets with cut through traffic problems include:
 - a) N 59th Street
 - b) N 68th Street

- c) N 73rd Street
- d) W. Green Lake Dr. N
- e) Keen Way N
- f) Stroud Ave. N
- g) N 77th Street

2.2 Promote traffic mitigation on several recommended arterial streets.

- Build landscaped medians down the middle of Linden Ave. N and Green Lake Drive N.
- Install street improvements to enhance the pedestrian quality and promote traffic calming along N 56th street including widened sidewalks, pedestrian bulbs, benches, and landscaped medians.
- Consider converting N 50th Street and East Green Lake Way, to three lanes to provide pedestrian refuge and facilitate left-turns, while still allowing for considerable traffic flow.

2.3 Reduce parking impact on the residential neighborhoods by non-residents. Visitors to the Lake and commercial areas reduce parking available to residents, thus the following recommendations:

- Study the need and possibility for residential parking zones to limit parking by non-residents.

2.4 Strive to alleviate major congestion bottlenecks.

2.5 Encourage no major increases in vehicle capacity (i.e. road widening, new highways).

BICYCLE SAFETY AND ACCESS

Bikes are an increasingly common sight on Green Lake streets. Many residents bicycle for recreation, for short errands and to get to work. The Park attracts additional cyclists from surrounding areas. However, as bicycling increases, so do the conflicts with cars (and pedestrians, too).

A system of on-street bike lanes begins at Green Lake, extends around the eastern half of the Lake, and funnels down Ravenna Boulevard towards the University District and the Burke-Gilman Trail. On-street bike lanes do not extend around the western half of the Lake. The portion of Green Lake Drive N between Stroud Avenue and Winona Avenue N, where the current lanes end, is a high-accident location.

Bike lanes are found on the small trail running inside Green Lake Park. However, this trail only allows travel in one direction (counter-clockwise), and is often crowded with joggers, walkers, pets and kids. It is not a good facility for experienced cyclists. An important bike trip corridor extends south to Fremont and connects with the Burke-Gilman Trail, and the proposed Westlake Trail into Downtown Seattle. Another regional trail is proposed to the north on the old Interurban right-of-way. As of now, special bike facilities assist connections to both locations.

Over the years, the City has installed an impressive quantity of bike racks around the Green Lake community. Unfortunately, bike parking in the Park itself is less plentiful.

The following goals, policies and recommendations propose solutions for these issues and problems that the bicyclists confronts. These recommendations strive to not only create safer passage by bike but also improve the climate for biking, hopefully having the effect of increasing bicycle use and decreasing travel by car.

GOAL 3 – Enhanced bicyclist safety

3.1 Improve bicycle safety and access for internal and regional circulation, transportation and recreation. Install new bike lanes and bike improvements.

Improving bicycle safety and access is important for internal and regional circulation, transportation and recreation. Several bicycle improvements have been recommended to continue to make this area bicycle-friendly. One of the broadest ideas is the creation of the "Woodland Greenway." This new bike and pedestrian trail would connect from South Green Lake at the amphitheater south to the Burke-Gilman Trail at N 34th Street. Additional connections would include using the Woodland Park bridges to access Phinney Ridge at the rose garden, and Linden Avenue N and Fremont Avenue N reaching north to the "Interurban Trail."

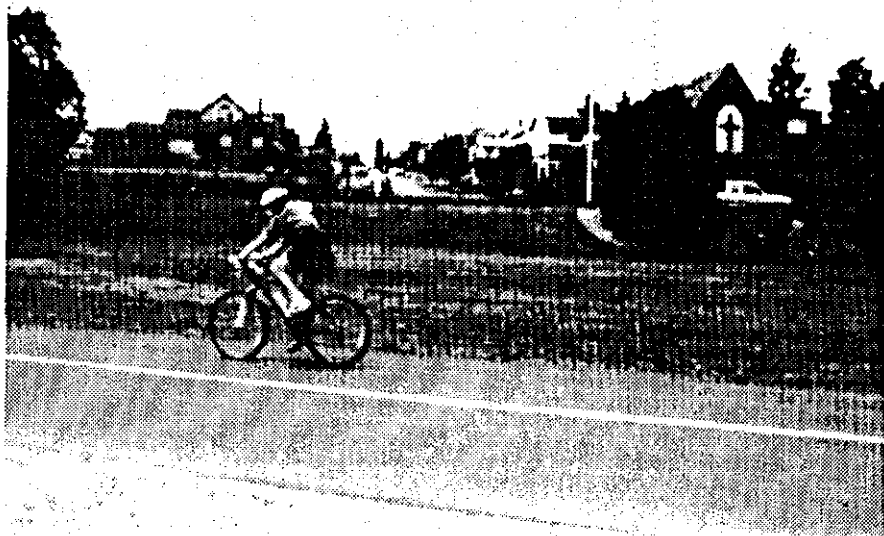
- Improve the vehicle detector on the east leg of N Green Lake Drive at Aurora Ave. N so it can detect bicycles.
- Stripe bicycle lanes along Winona Ave. and Linden Ave. around the west side of the lake
- Provide a separated bicycle trail along Linden Avenue as it crosses under Aurora Avenue near the old Aqua Theatre.
- Install additional bike racks around the lake. Priority locations are on Park property at the north end of the lake near the wading pool, on the northeast end of the lake across from Latona Ave. N and on the south side of the lake to the east of the Pitch and Put.
- Reconfigure the perimeter of Green Lake Park to include separated bicycle and pedestrian/jogging lanes with improved pedestrian crossings

3.2 Support the development of the "Woodland Greenway" bicycle/pedestrian corridor to link Green Lake with Fremont and the Burke-Gilman Trail.

- Develop a bicycle/pedestrian connection between south Green Lake at the amphitheater to the Burke-Gilman Trail at N 34th St.
- Develop additional connections using the Woodland Park bridges to Phinney Ridge at the Rose Garden and via Linden Ave. N and Fremont Ave. N to develop a connection to the north and the Interurban Trail.

3.3 Promote cycling for short to medium-sized trips and commutes to work.

Looking West on N 71st St.



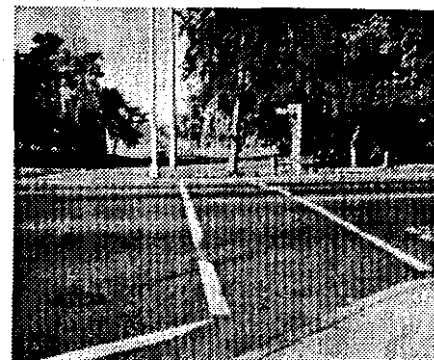
PEDESTRIAN SAFETY AND ACCESS

Lots of people walk around the Green Lake community. Many factors contribute to this, including an extensive sidewalk network, short distances to many destinations and the presence of Green Lake Park. Therefore, pedestrian safety is of paramount importance, especially for vulnerable populations like children, the elderly, and the disabled. Promoting walking is also beneficial because it reduces car trips for short errands and facilitates using public transit.

Heavy traffic volumes make it difficult for pedestrians to safely cross busy arterials. Particularly difficult to cross is Green Lake Way N and Green Lake Drive N to and from the Park. Very few crossing points are controlled with signals or stop signs. Although drivers are legally required to yield at crossing points, most do not. Some would-be pedestrians are intimidated by these hazardous conditions, so they use their cars to drive a few blocks.

Aurora Avenue N is another pedestrian barrier. At five lanes and over 40,000 trips per day, it is the busiest arterial in the area. South of Winona, it offers few places to cross to and from the Park. Further north, signalized crossings come every two or three blocks, but turning traffic still poses dangers to walkers. Another barrier is I-5. The freeway effectively divided Green Lake from its neighbor, Roosevelt, when built in the 1960s. The remaining roadways crossing under the freeway are noisy, dark and dirty.

Existing crosswalk from Residential Urban Village to Green Lake Park



GOAL 4 – Improved Pedestrian Safety, Access and Enjoyment

Installing improvements which help pedestrians cross busy streets at selected locations is the main focus of this objective. Improvements include installing curb bulbs, pedestrian refuge islands, pedestrian-activated flashing light signals and pedestrian-activated half-street traffic signals. They also include special paving materials at crossing locations and reduced wait times. Specific areas for these improvements are located on the associated map titled, Improve Transportation and Mobility and Safety in Residential Areas, Key Integrated Strategy #4, Map A Pedestrian Improvements.

Improving pedestrian safety for persons with disabilities is of major interest. Wheelchair ramps and other handicapped improvements which ensure mobility for disabled persons have been recommended and located. These include a policy statement that a curb cut should be placed at every corner around Green Lake Park so that wheelchair users have the same choice as foot traffic to cross the Lake at all legal crossings.

4.1 Install improvements to help pedestrians cross busy streets at selected locations, with particular focus for persons with disabilities.

- There are many wheel chair ramps between Green Lake Drive N and Aurora that have problems. The curb cut placement at Ashworth N and Green Lake Drive N should be addressed to the City Engineering Dept. On NE 72nd and Green Lake Way, wheel chair ramps should face each other and a curb cut should be placed on the Baskin & Robbins side.
- At Albertson's grocery store there are two pairs of wheel chair ramps across the street and no cuts on the Albertson's side. One should be added there. Additionally, on the southwest side of Albertson's a curb cut is needed towards the Lake.

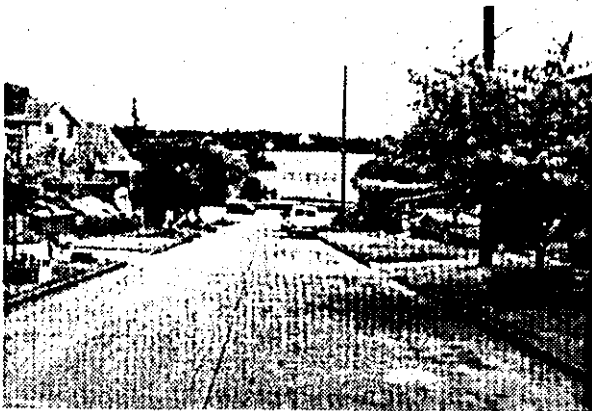
- Install colored and/or textured paving materials at all crossing points:
 - a) along Green Lake Way N and W. Green Lake Dr. N between Winona Ave. N and N 78th Street;
 - b) within the Residential Urban Village.
- Install pedestrian refuge islands and curb bulbs at key locations. Refuge islands and curb bulbs should not be installed where they would unduly hinder trucks and buses on high use streets.
- Widen sidewalks, clean up and provide lighting at key locations:
 - a) widen sidewalk along south side of NE Ravenna Blvd. underneath I-5
 - b) along 65th underneath I-5
 - c) 5th Ave. bridge
 - d) NE 71st. St. and the NE 71st St. bridge
- Install pedestrian activated crosswalks (with flashing lights) at key locations (see map and matrix for specific locations)
- Install a pedestrian-activated half-street signal across N 50th Street at the intersection with 1st Avenue NE.

4.2 Ensure wheelchair users have the same choice as foot traffic to cross to the Lake at all legal crossings.

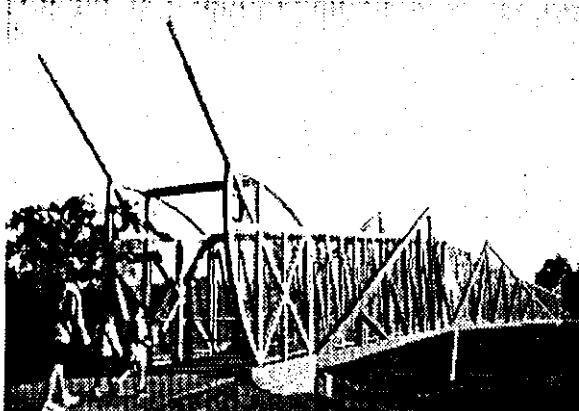
- Install wheel chair ramps at every corner around the perimeter of Green Lake Park so that wheelchair users have the same choice as foot traffic to cross the Lake at all legal crossings.

4.3 Improve pedestrian access across Aurora Ave. N and Interstate - 5.

Pedestrian access across Aurora Avenue N has been an area of great interest. There are few opportunities to cross Aurora and, where they exist, they are relatively unsafe. This plan calls for



Looking East on NE 71st



An example of a pedestrian bridge possible over SR 99



Existing bridge over Aurora Ave. N

conducting a study to evaluate a pedestrian bridge or tunnel across Aurora Avenue to access the Park. The study should also evaluate enhancing the existing at-grade crossing at N 68th Street with a refuge island.

- Reduce the wait time at the existing pedestrian crossing near 86th and across Aurora Ave. N.
- Conduct a study to evaluate a bridge or tunnel across Aurora Ave. N. Add a pedestrian overpass over Aurora Ave. N at N 71st to allow safe pedestrian access to Green Lake, and discontinue the dangerous surface crossing of SR 99.

PARKING

It's tough to find a parking space, particularly around commercial centers and the Park. Many households live in older residences with parking for only one car, or none at all. So, they must park their extra cars on the street. However, residents must compete for parking with other drivers patronizing the Park or local businesses. While the lack of parking is an annoyance to many residents, it can threaten the economic survival of many businesses. Some businesses have only a few on-street stalls fronting their storefronts. Most of their business must come from walk-in customers. However, the desire to increase the supply of parking

must be weighed against the need to encourage use of transportation alternatives. Too plentiful a supply of parking will attract additional single-occupant car trips to the community, thereby exacerbating other auto-related problems (congestion, pollution, etc.). Balancing these two competing needs has been one of the most difficult challenges in the preparation of this transportation plan.

Existing parking structure on North side of Green Lake



GOAL 5 – Improved Parking Throughout the Neighborhoods for Residents and Park Users

5.1 Improve residential parking availability

- Study the need for and possibility of residential parking zones to help limit parking by non-residents.

5.2 Improve parking availability in retail areas to support area businesses

- Narrow the restricted parking times at under-used truck loading zones to allow customers to park.
- Develop a strategic parking management plan for the business area around Green Lake.

5.3 Balance parking capacity needs against discouraging more auto trips

5.4 Efficiently utilize parking resources through parking management and enforcement

- Establish the use of the Roosevelt Park-and-Ride lot on nights and weekends. Improve transit frequency from the park-and-ride into the urban village. Allow free or reduced-fare rides for those using the park-and-ride.

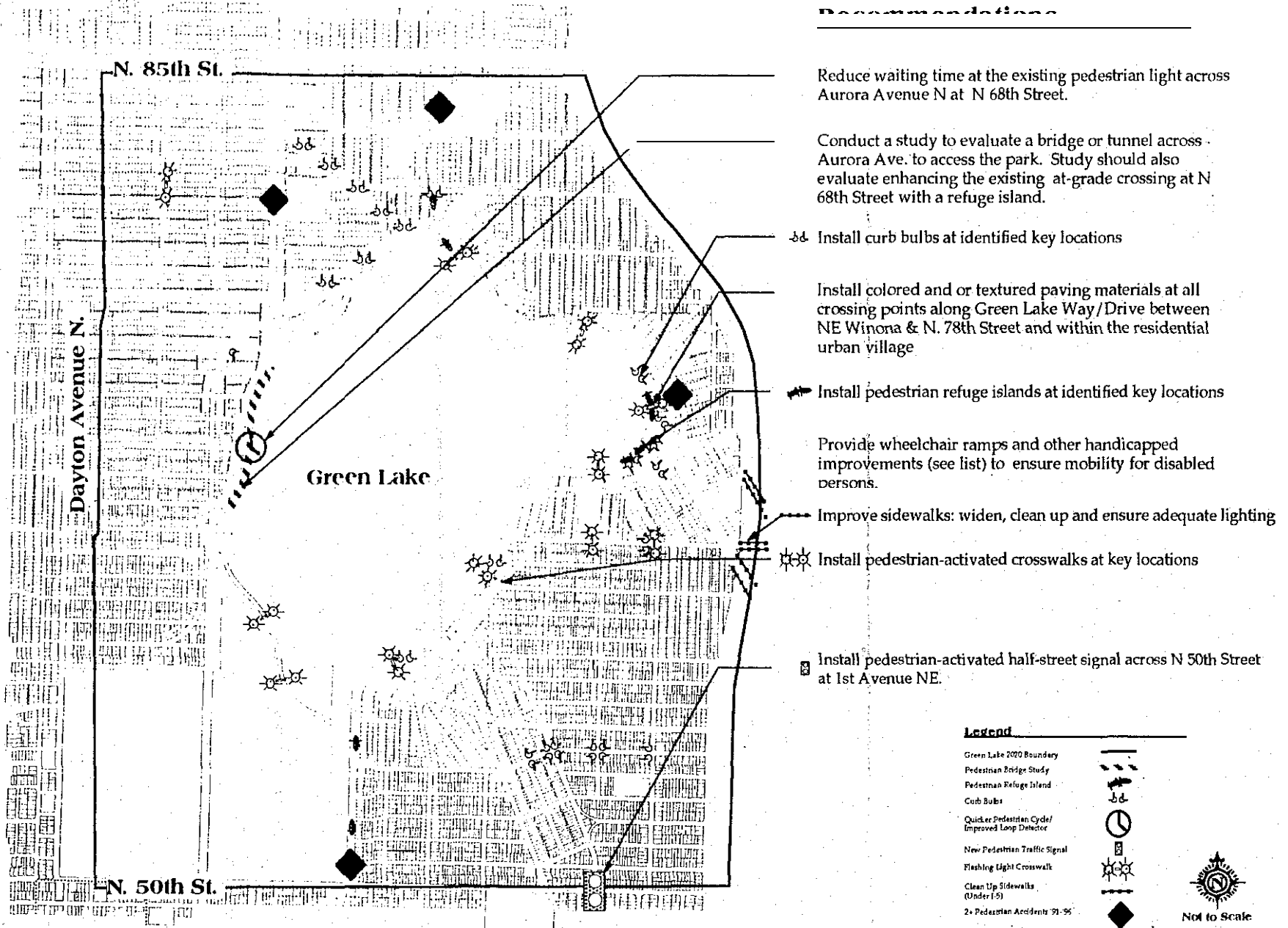


Green Lake 2020 Neighborhood Plan

Improve Transportation Mobility and Safety in Residential Areas

Key Integrated Strategy #4 Map A PEDESTRIAN IMPROVEMENTS

December 14th, 2004



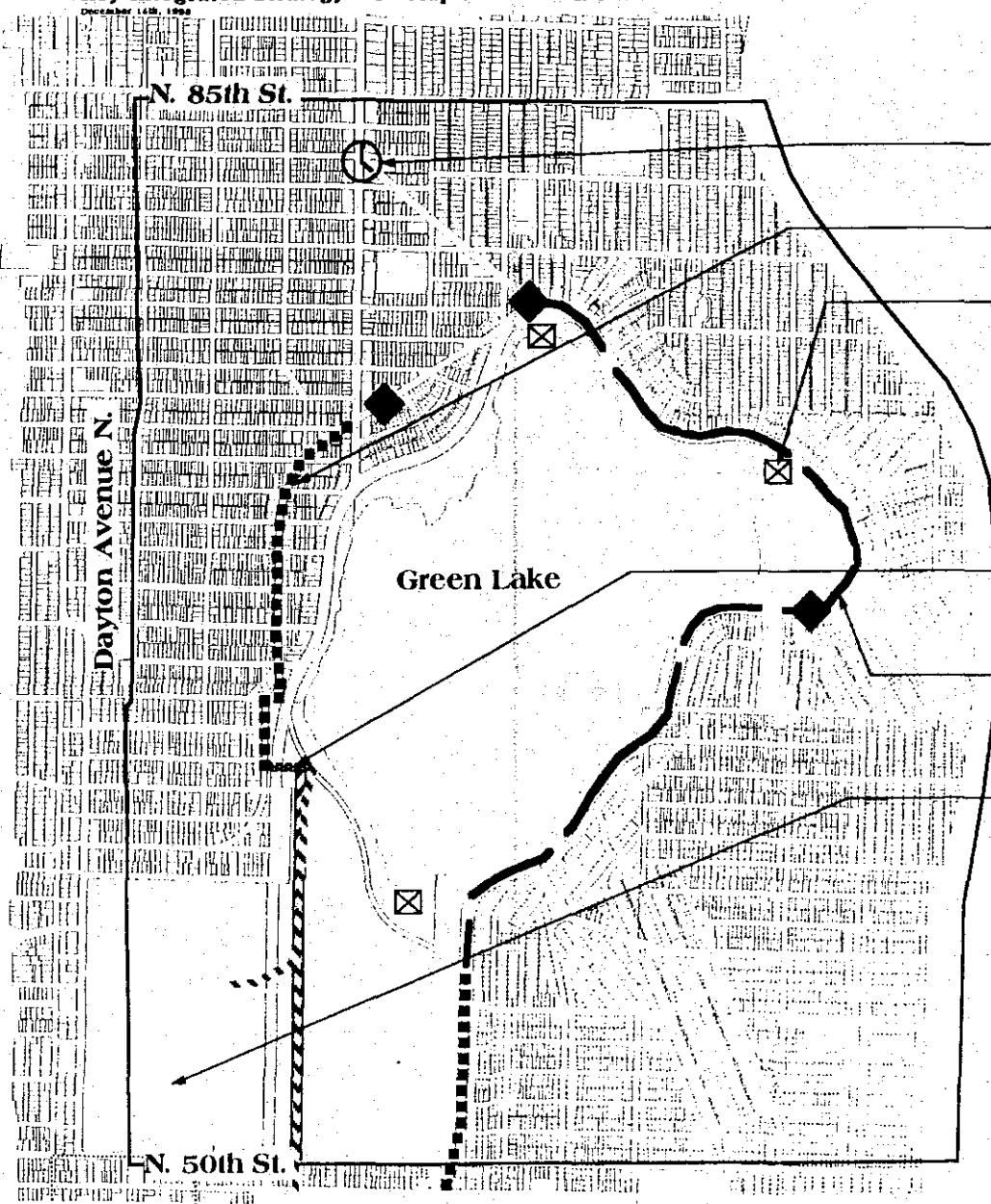


Green Lake 2020 Neighborhood Plan

Improve Transportation Mobility and Safety in Residential Areas

Key Integrated Strategy #4 Map B BICYCLE IMPROVEMENTS

December 14th, 2022



Recommendations

Improve the vehicle detector on the east leg of North Green Lake Drive at Aurora Avenue so it can detect bicycles.

Stripe bicycle lanes along Winona Avenue and Linden Avenue around the west side of the lake.

Install more bike racks around the lake in key locations. Priority locations identified are on Park property at the north end of the lake near the wading pool, on the northeast end of the lake across from Latona and on the south side of the lake to the east of the Pitch and Put.

Provide a separated bicycle trail on Linden Avenue as it crosses under Aurora Avenue near the old Aqua Theatre.

Reconfigure the perimeter of Green Lake Park to include separated bicycle and pedestrian/jogging lanes with improved pedestrian crossings. Narrow Green Lake Drive/Way to two lanes and one on-street parking lane.

Develop a major "Woodland Greenway" connecting the Burke-Gilman Trail via N 34th St. from South Green Lake at the amphitheater. Connections would include using the Woodland Park bridges to Phinney Ridge at the Rose garden, and Linden Ave. N and Fremont Ave. N reaching north to the "Interurban Trail."

Legend

Green Lake 2020 Neighborhood Plan

Green Lake 2020 Neighborhood Plan

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Not to Scale
September 14th, 2022

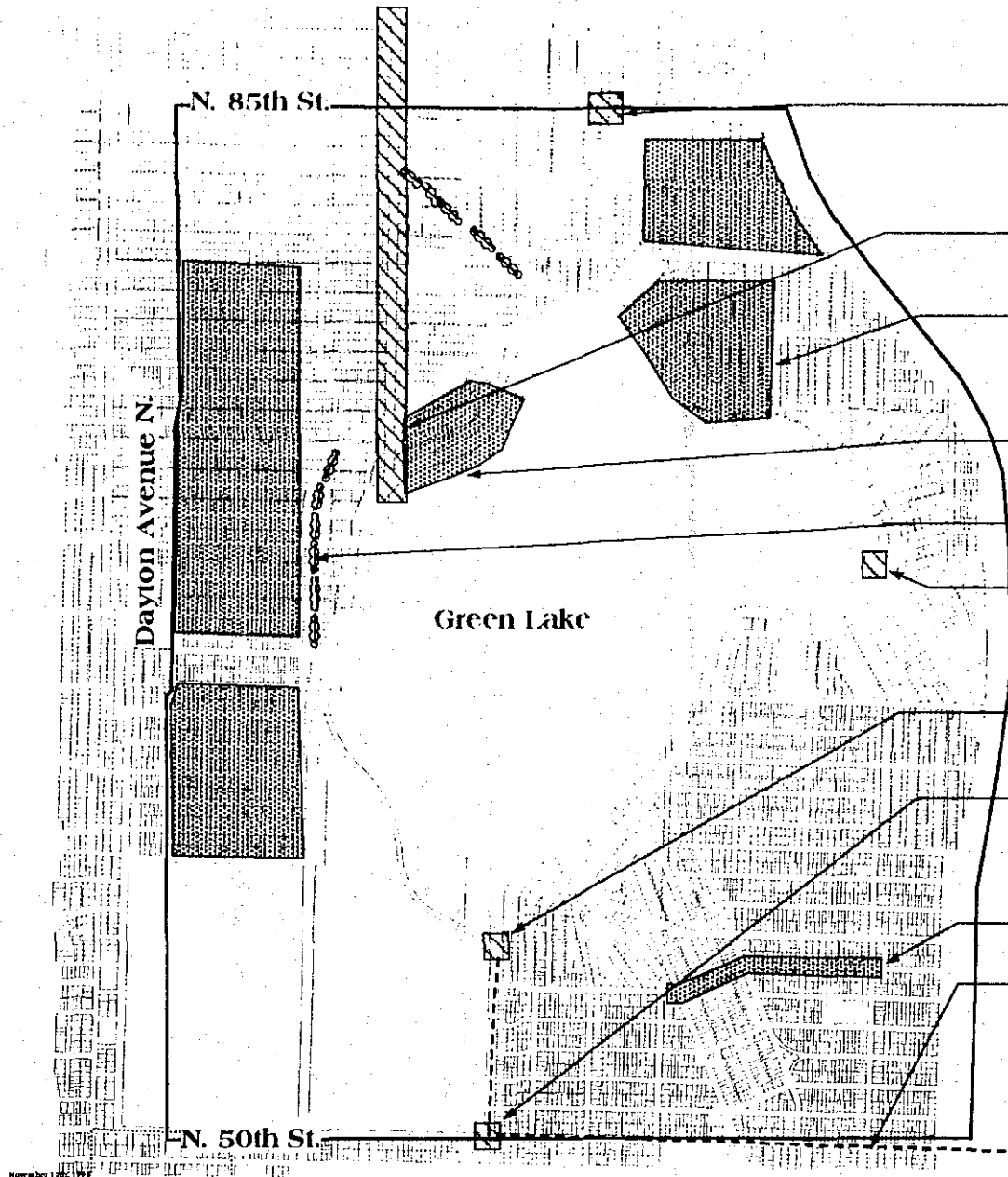


Green Lake 2020 Neighborhood Plan

Improve Transportation Mobility and Safety in Residential Areas

Key Integrated Strategy #4 Map C AUTOMOBILE-RELATED IMPROVEMENTS

November 1998, 1999



Recommendations

Conduct a traffic study at the intersection of Wallingford Ave. N and N 85th Street to evaluate ways of improving traffic flow.

Conduct a transportation study for Aurora Avenue N. This study should examine options for improving: a) general traffic flow, b) transit speed and reliability and c) pedestrian safety and accessibility.

Promote traffic calming on residential streets by installing traffic circles, chicanes, speed humps through the existing process. Place special emphasis on areas with identified cut-through traffic problems including N. 59th Street, N. 68th St., W. Green Lake Dr. N., Keen Way N., Stroud Ave. N. and N. 77th.

Downgrade West Green Lake Drive by the Bathhouse from an arterial to a residential street. Install speed humps, and a gateway treatment at Aurora Avenue.

Build landscaped medians down the middle of Linden Avenue North & Green Lake Drive North

Conduct a study to evaluate design changes including the use of a traffic roundabout, bicycle lanes, channellization and pedestrian refuge islands. Install the most beneficial capital improvements at the five-way intersection at NE Ravenna Blvd. and Greenlake Way that improve traffic flow, and pedestrian and bicycle safety.

Conduct a traffic safety study at the intersection of West Green Lake Way and East Green Lake Way to evaluate ways of facilitating northbound left-turns.

Conduct a study to evaluate design changes including the use of a traffic roundabout, bicycle lanes, channellization and pedestrian refuge islands. Install the most beneficial capital improvements at the five-way intersection N 50th Street and Green Lake Way that improve traffic flow, and pedestrian and bicycle safety.

Install N. 56th St. improvements including, widening of the sidewalk, street trees, pedestrian bulbs, benches, and medians.

Convert to 3 lane arterials

Legend

Green Lake 2020 Boundary

Landscaped Median

Left Turn Phasing

Traffic Calming Priority Area

Intersection Traffic & Safety Study

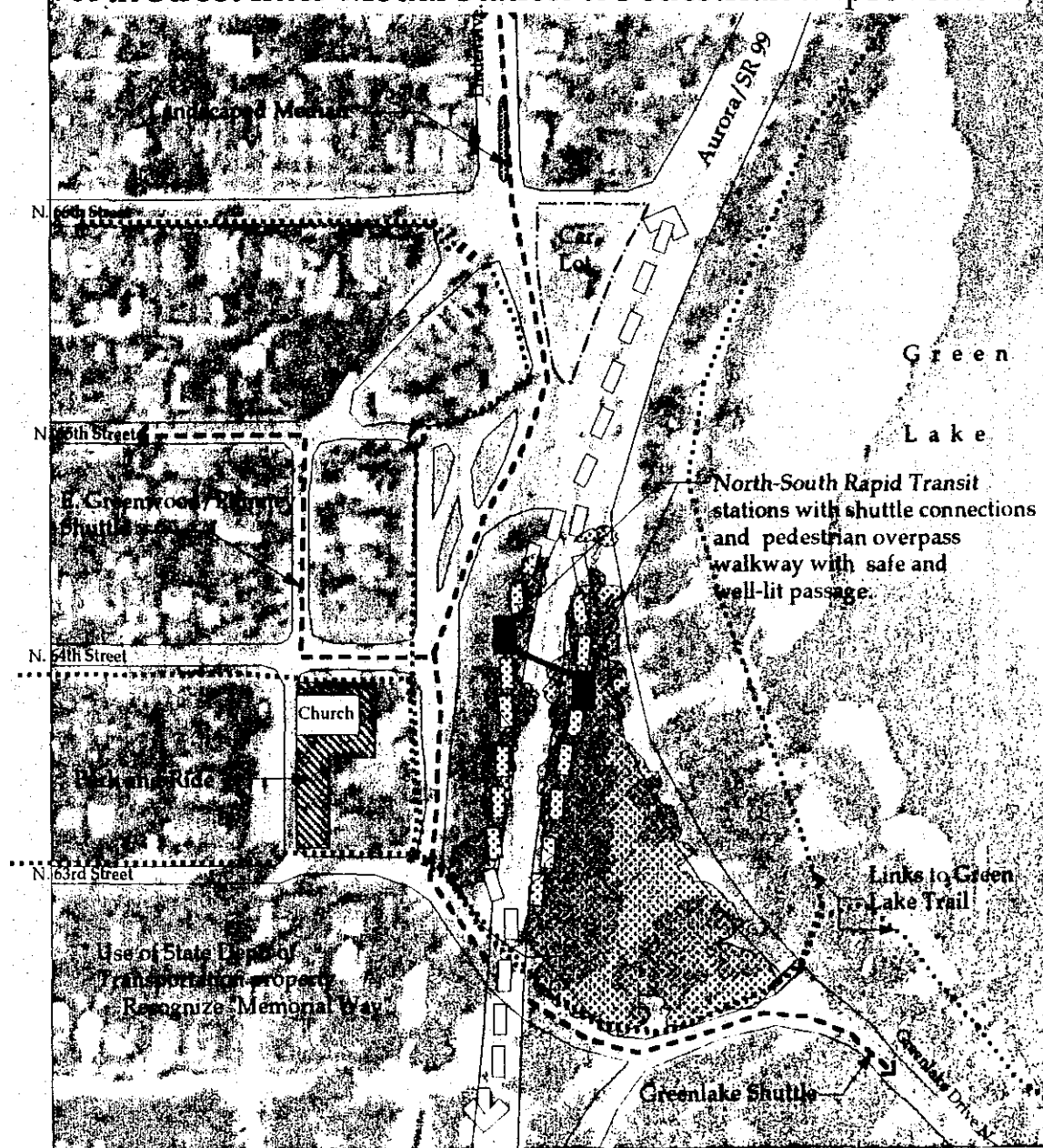
Aurora Traffic, Circulation & Safety Area

Conversion to 3-lane Arterial









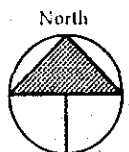
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65th Street Inter-Modal Station & Pedestrian Improvements



Legend

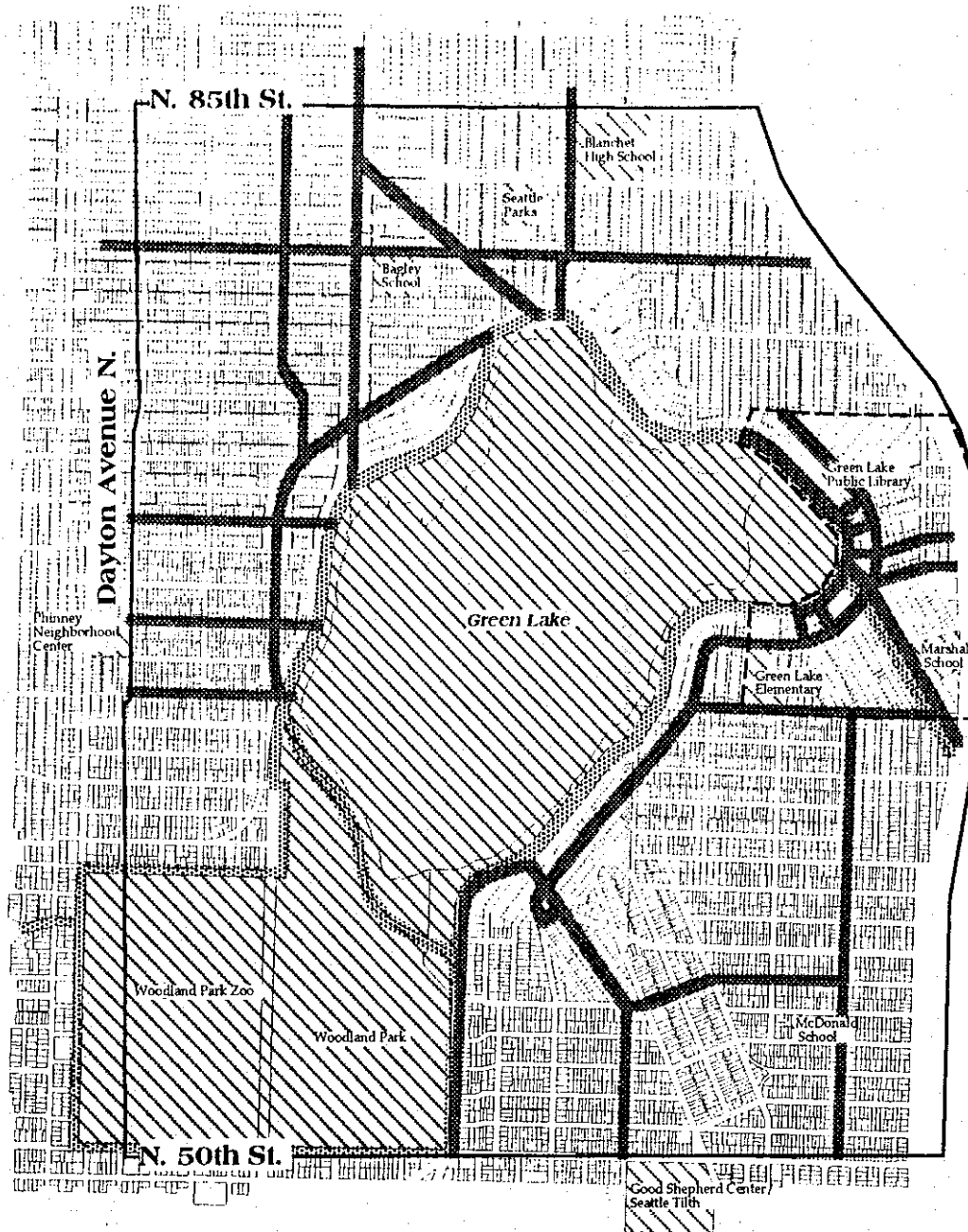
- Rapid Transit Route 
- Neighborhood Shuttle Route 
- Pedestrian Route 
- Crosswalk 
- Trees 
- Rapid Transit Station 





Green Lake 2020 Neighborhood Plan

Green Streets, Key Pedestrian Streets and The Woodland Park Greenway



Green Streets & Key Pedestrian Streets

A network of Green Streets and Key Pedestrian Streets have been designed to provide an integrated system of pedestrian-friendly, tree-lined streets in the Green Lake 2020 planning area. "Green Streets" and "Key Pedestrian Streets" refer to specific City of Seattle policies and guidelines to improve the existing street right-of-ways for the increased safety and enjoyment of pedestrian, bicyclists and transit patrons.

Green Lake 2020's network of Green Streets and Key Pedestrian Streets is greatly enhanced by the rich park and boulevard system laid out by the Olmsted Brothers' 1903 *Comprehensive System of Parks and Parkway Plan*. The plan uses Green Lake Park, Woodland Park, NE Ravenna Boulevard - all originating from the Olmsteds' plan - as the keystones for this new network. The new network will be characterized by street trees and where possible wider sidewalks, art, additional landscaping, street furniture such as benches and trash receptacles and even flower baskets. Areas with the greatest amount of pedestrian activity such as the Residential Urban Village and the neighborhood commercial areas will be targeted for these multiple improvements.

The Woodland Park Greenway

The Woodland Park Greenway is proposed as a major linear park designed for bike and pedestrian connections that would run from south Green Lake to join the Burke-Gilman Trail at N 34th Street. Additional connections would be made west to Woodland Park and north via Linden Ave. N. and Fremont Ave. N. to develop a link to the Interurban Trail, a trail route and connection of open spaces from Snohomish County to Lake Union. Like the original Olmsted plan, it would link neighborhoods via parks and boulevards.

Utilizing existing public right-of-way, the concept strives to unite the communities of Fremont, Wallingford, Green Lake, Phinney Ridge and Greenwood via bicycle and pedestrian improvements.

Recently identified in the "Bands of Green" plan for Seattle's 21st Century Park system, Woodland Greenway could bring a wash of formal parkway to urbanizing neighborhoods in need, and link two of Seattle's most cherished parks, Green Lake and Gas Works.



Legend

| | |
|---|-------|
| Green Lake 2020 Boundary | — |
| Green Lake Residential Urban Village Boundary | - - - |
| Key Pedestrian and Green Streets | ▨ |
| Olmsted 1903 Park and Boulevard Design | ▤ |
| Schools, Public Open Space and Cultural Resources | ▧ |



Not to Scale

KEY INTEGRATED STRATEGY #5

Create a "Community Building Blocks" Program

BACKGROUND

The Green Lake community has ranked "building a stronger, more cohesive community" high as a goal in the Phase I survey. This widely-held sentiment showed itself early through informal input into the planning process as Green Lake neighbors attended meetings and workshops and discussed the neighborhood's principal needs.

During the course of that on-going discussion, the point was made: although the lake and the park give the neighborhood an identity, they do not give it a real sense of social focus. As one resident put it, "Green Lake is a neighborhood with a hole at its center—a hole rather attractively filled with water—but a hole nonetheless."

The intent of the "Community Building Blocks" program as a key integrating strategy is to locate and nourish the neighborhood's social core. Specifically, it aims to develop those networks and connections needed to insure that all members of the community are aware of the neighborhood's resources, opportunities, and issues, and are included in its activities. Essential to the strategy are the following:

Guiding Principles

- ✓ Improved physical access within the planning area for all its users.
- ✓ Enhanced human services and heightened community awareness of their availability.
- Effective communication among residents concerning resources, events, activities, and issues of neighborhood interest.

A "Green Lake Improvement Club" was organized by Green Lake residents on October 22, 1902. Slightly more than a year later, writing in the first anniversary issue of the Green Lake News, F. N. Weyant reported that the club's membership had increased from 18 to 72 members. Among the group's first year accomplishments were the following: street improvements (including street lights), a water system, fire protection (although no fire station yet), beautification of the school grounds, the securing of a modest public library branch and improved street car service (with a reduction in delays between cars from 12 to 7 minutes). A continuing effort had also been made "to get the shore line of Green Lake condemned and made a park in the park system." There had been no visible results to date, but the group was confident that with continued pressure applied to the proper officials, the outcome would be favorable. In addition, in the course of the year, the group had held "one social entertainment."

In continuity with the original Green Lake Improvement Club, Green Lake 2020, the current neighborhood planning effort, has identified a coordinated set of projects whose single, core purpose is to build a stronger, more cohesive neighborhood, one at whose center is a human face and heart. Specific initiatives need to be developed for particular populations within the neighborhood, especially youth and senior citizens. In addition a range of approaches to communicating and building contact among residents needs to be explored, from Web sites to block parties.

GOALS, POLICIES AND RECOMMENDATIONS

GOAL 1 – A comprehensive community building and outreach project that accounts and cares for every resident and envisions a day when all the residents of Green Lake feel connected to their community and neighbors and are informed of neighborhood issues, events, and services.

1.1 Seek out resources to provide organizational assistance to accomplish the goals of the comprehensive community building and outreach project.

- Develop a community communication network. This could include a community newsletter using different distribution methods such as the internet, kiosk system, mailing list sharing by various community organizations, or door to door delivery by the expanded blockwatch program.
- Explore ways for existing Green Lake organizations to share ideas, resources and to work together on common goals with the purpose of strengthening each group.
- Investigate potential community based events and activities which can provide a means for neighbors to connect with each other. These events could be small scale and community oriented as opposed to city-wide activities which historically use Green Lake as their venue. Ideas from our workshop include pancake breakfast, street fairs, post-labor day event ("Their Gone!"), and an expanded "night out" program in the neighborhood.
- Research the opportunity for creating an actual location within the neighborhood that community groups could use

to collaborate, cooperate, share ideas and resources. This "neighborhood office" could serve as the informational hub of the area. The "senior center storefront" may serve this need.

1.2 Encourage the development of services for seniors.

- Develop a storefront senior center within the historical Green Lake business district.
Seniors are important contributors to our community. Providing a senior center within the residential urban village can enhance their lives, enrich our neighborhood and ensure that their social and human service needs are met. Much of the excitement attendant upon this program, and a guarantee of its success as a "Building Block," would be the involvement and partial stewardship of residents of the Hearthstone retirement community.
- Develop a shuttle bus connection to the Wallingford and Greenwood Senior Centers.
Providing transportation to neighboring seniors can connect our community with programs and services that are close by.

1.3 Seek to expand the Blockwatch program to include environmental health, public services information and community building social activities.

- Develop a program that builds upon the model and existing framework of Seattle's "Block Watch" program. It would embody an aggressive, pro-active approach, as distinct from the traditional "Block Watch" dynamic which is often crime-stimulated and re-active. We envision the block watch to be based on both public safety and social services.

1.4 Develop An Earthquake Awareness Program

An "earthquake awareness" component would be given the highest priority and provide the basis upon which other components would build. The program would involve the collaboration of existing agencies, such as the Seattle Office of Emergency Management and the Federal Emergency Management agency, and participation/sponsorship by area businesses. For instance, local home insurers like Safeco and Pemco, or energy providers like Puget Sound Energy and Seattle City Light, might underwrite the manufacture of simple, single-purpose, non-corrosive wrenches which would be affixed by means of a locking nylon strap to every gas meter/main in the neighborhood.

- Work with local, state and federal partners to implement neighborhood-wide workshops to cover a range of topics from seismic retrofitting of homes to basic safety procedures. *The strength of the program would be the face-to-face distribution of materials and the very localized assessment and cataloging of hazards and resources.* "Watch" captains would continue to monitor any special circumstances or needs of residents within their "blocks," coordinate drills and be the point person for program and resource updates. The quick elaboration and funding of this program could provide a model of preparedness planning that could well become a model for the entire city.

1.5 Support more "teen activities" at the community center, library, and other locations.

Green Lake has good programs for youth and seniors but we feel that there is a need for a targeted effort to serve our teen citizens. The Community Center should offer late night recreation activities such as basketball, swimming, game room activities, etc. They could create programs such as martial arts, dance, ping pong, crafts, pottery, weightlifting, etc. that are exclusively for teens. Kids need a place besides school where they can socialize, learn,

exercise, and grow. Currently they are often asked to compete/share with either adults or young children. Some ideas worth studying are keeping the community center open later, building a computer club program where technology skills can be learned, looking at teen clubs in other neighborhoods to see what they offer, asking community center staff to participate more, and providing a cover and lights over the outdoor basketball area. The Community Center has the creative staff, the parking, security, and mission to serve youth. The resources need to be identified to develop the programs.

The library is another place where teens can be served. It can develop a homework center with resources to do research, get tutoring, and complement their studies. Special reading programs using authors that reach the teen audience should be created. We have book clubs for elementary and adults but it will take extra resources to implement a successful teen program.

We have other locations that could offer a "teen centered" program. The Bathhouse Theater, boat house area, secondary schools, and churches. Resources to develop and coordinate are needed to complement the programs that many of these places currently offer. We could have a rotating program where area churches offer their facility to teens and each creates a "special program". There might be an arts and crafts night, a dance night, a writing workshop, an exercise event, a computer instruction program, a music writing class, self-esteem programs, an environmental activities club, a political action workshop so that teens will be encouraged to get involved in the community. The need is big, the ideas many. We just need resources and coordination help to bring them to Green Lake.

1.6 Improve social activity areas and meeting spaces.

There is a great need in the Green Lake community for a public meeting space. Every strong neighborhood has places for community groups to meet, hold seminars, share ideas, and publicize their activities. We only have one room at the library. The area's public and private schools represent an under-utilized resource that might be able to be accessed. We need to develop the organizational structure that would allow community groups to use the school lunch rooms, auditoriums, libraries, etc. for community use. The current barriers to using the schools should be addressed with a plan to ease the restrictions, costs, etc. There may be opportunities to open up the computer labs, the classrooms, and gyms to community use. Green Lake School, Bagley Elementary School, Marshall, and Blanchet High School are strategically placed to provide space that could be used throughout the community.

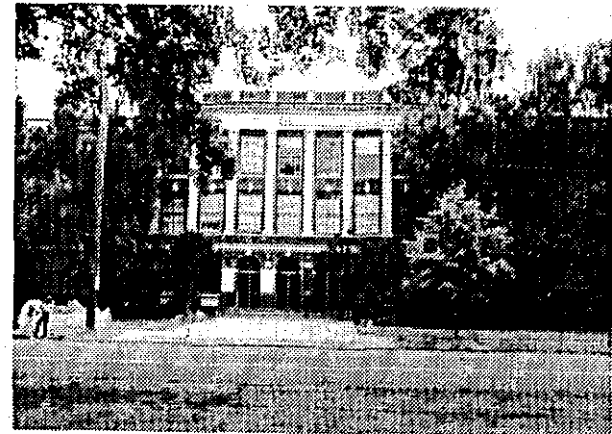
Good communities have "public spaces" outdoors for people to meet, socialize, and connect. We really don't have a public plaza. Youngsters and their families often meet on the playground which has taken on this role. We need a place for seniors and adults to sit, play cards, talk, etc. that is covered but still outdoors. The park has its path which is very "motion" oriented and fast paced. There are a few park benches throughout the park but maybe we could explore an area near the Community Center that has tables and benches that encourage folks to sit and talk, think, read, etc. We are thinking of plaza type places you see in the International district, near senior centers, etc.

- Work with the Seattle Parks Department to locate and fund covered areas and benches within the park for social activities. We need a place for seniors and other adults to sit, play cards, talk, etc. that is covered but still outdoors. The park has its path which is very "motion" oriented and fast paced. There are a few park benches throughout the park but maybe we could explore an area near the Community Center

that has tables and benches that would encourage folks to sit and talk, think, read, etc. We are thinking of plaza type places you see in the International district, near senior centers, etc.

- Strive to get more community use out of the school properties, including Marshall, Green Lake Elementary, Bagley Elementary, and Blanchet H.S. The area's public and private schools represent an under utilized resource that might be able to be made available. We need to develop the organizational structure that would allow community groups to use the school lunch rooms, auditoriums, libraries, etc. for community use. The current barriers to using the schools should be addressed with a plan to ease the restrictions, costs, etc. There may be opportunities to open up the computer labs, the classrooms, and gyms to community use. Green Lake School, Bagley Elementary School, Marshall, and Blanchet High School are strategically placed to provide space that could be used throughout the community.

John Marshall School



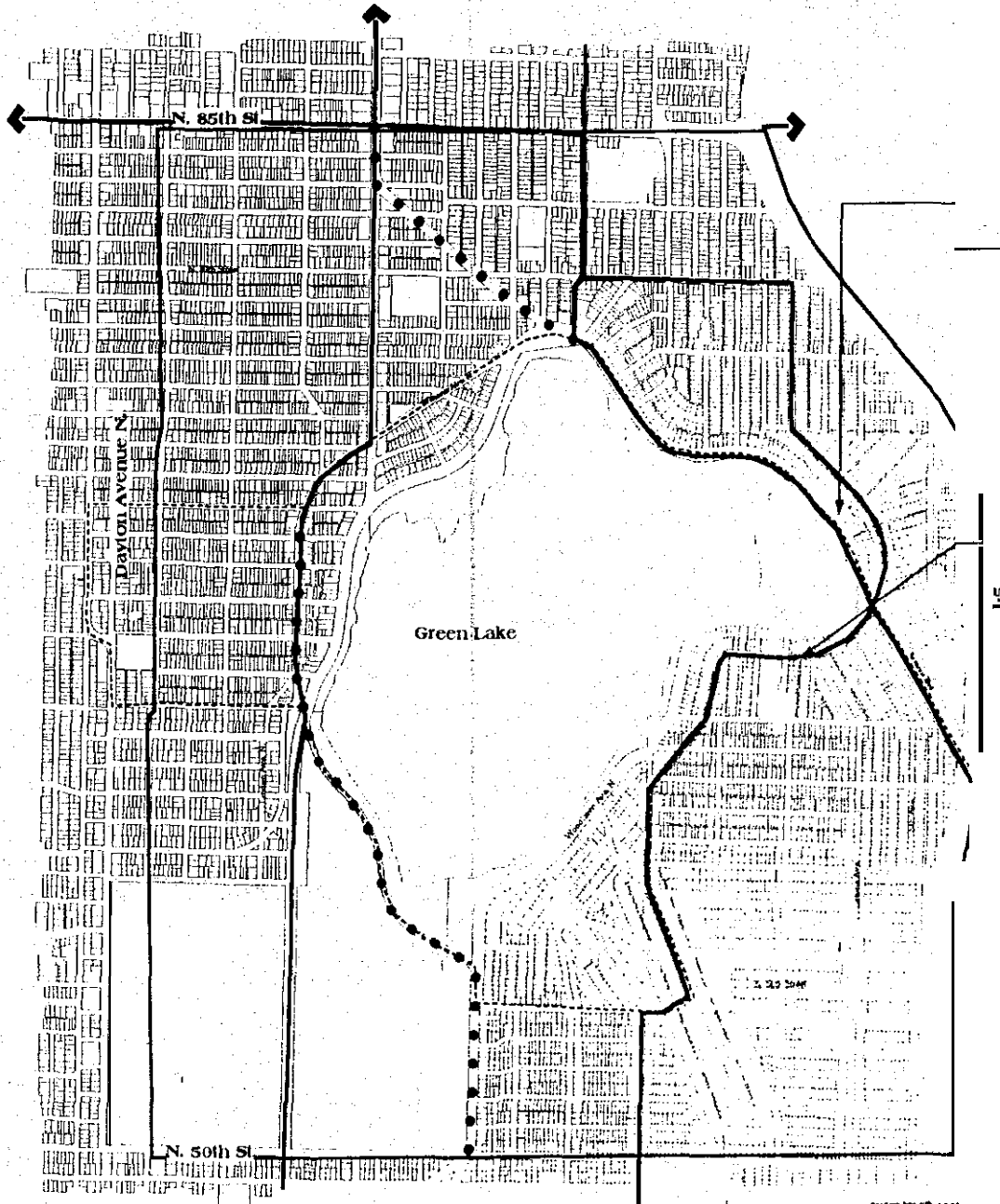


Green Lake 2020 Neighborhood Plan

Create a "Community Building Blocks" Program

Key Integrated Strategy #5

December 10th, 1999



Provide a Senior Center in the Residential Urban Village

Offer shuttle service around the lake which will link to the Wallingford and Greenwood Senior Centers



View of Shops in Residential Urban Village



NOT TO SCALE

Legend

- Proposed Senior Center
- Proposed Shuttle Route
- Proposed Senior Center
- Proposed Senior Center
- Proposed Senior Center
- Proposed Senior Center

